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This Metro Funding Sources Guide (the Guide) provides an overview of the funding sources available for transportation in Los Angeles County. Transportation funding is complex, with funds coming from various tax revenues through local, State, and Federal governments. The Metro Funding Sources Guide is intended to assist the reader in understanding the various funding sources and their eligible uses. This Guide separately presents the three distinct governmental sources of revenue (local, State, and Federal) by program source, and where appropriate, estimates of the funding available in Los Angeles County. There are also new funding sources in this version of the Guide and are denoted by “*”.

The Metro Funding Sources Guide is divided into five sections:

> Section 1 includes a brief list of all local, State, and Federal transportation funding sources available in Los Angeles County and a chart of funding eligibility.
> Sections 2, 3 and 4 provide basic information about each funding source within each category (local, State, and Federal). Metro receives, programs, or monitors many of these funds and other agencies may also directly receive transportation revenues. Since each State and Federal funding program has more extensive requirements and restrictions than are described in this Guide, the reader is encouraged to consult California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) web sites for complete details.
> Section 5 contains the Appendices. Appendix 1 outlines additional transportation funding sources that may be allocated directly by State or Federal agencies to cities or agencies in Los Angeles County. Appendix 2 is a list of acronyms used in this Guide. Appendix 3 is a chart of timely use of funds requirements. Appendix 4 provides a summary of the process of distributing Federal and State funding, including key definitions. Appendix 5 is the Measure R Expenditure Plan as approved by the voters in 2008. Appendix 6 is the Measure M Expenditure Plan approved by voters in 2016.
The Los Angeles County Metropolitan Transportation Authority (Metro) is the County Transportation Commission for Los Angeles County with authority to program, to itself and other agencies, regional transportation funds in Los Angeles County. Programming is the prioritizing and scheduling of proposed projects and matching those projects with available funds within a given timeframe. Metro uses a Measure R Highway Program and Measure M Multi-year Subregional Programs for programming most regional funds to cities, the County, and local agencies. Additional regional funds are programmed by the Metro Board to Metrolink, Access Services, and major Metro projects and programs. Specific local, State and Federal transit operating and capital funds are allocated to Los Angeles County jurisdictions, transit operators and Metro Operations through the Metro Formula Allocation Procedure (FAP), also called the Transit Fund Allocations.

Federal funding levels are set as part of transportation reauthorization legislation. The most recent multiyear legislation is the FAST Act which authorized $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and statistics programs. The FAST Act maintains US Department of Transportation’s (USDOT) focus on safety, keeps intact the established structure of the various federal highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. The FAST Act also reestablished the Bus Discretionary Program that allows states to apply for project-specific funding via a competitive process. The Federal Government will reauthorize transportation funding levels with the next legislation and whether the current funding levels will be maintained is unknown until the legislation passes.

The total estimated amount of transportation revenues available Countywide for the period Fiscal Year 2020 through Fiscal Year 2057 is $564.7 billion – with 74.3% of this amount from local, 18.3% from state, and 7.4% from federal sources.
The Highway Trust Fund (HTF) is the source of funding for most of the FAST Act programs. The HTF is comprised of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF. Although the FAST Act implemented several reforms, the long-term solvency of the HTF remains elusive due to the declining purchasing power of the motor fuels tax which has remained unchanged since 1993. To maintain solvency of the HTF, additional funds are provided by means of transfers from the Federal General Fund and from the Leaking Underground Storage Tank Trust Fund (a separate trust fund set up for certain environmental cleanup purposes, which is financed with a small portion of motor fuel taxes). The FAST Act extends the imposition of the highway-user taxes, generally at the rates that were in place when the legislation was enacted, through September 30, 2020. It also extends provisions for full or partial exemption from highway user taxes. In addition, it extends provision for deposit of almost all of the highway user taxes into the HTF through September 30, 2020. Federal law regulates not only the imposition of the taxes, but also their deposit into and expenditure from the HTF. While the FAST Act increased investment over the previous reauthorization bill, it did not pay for these funding increases through an increase to the motor fuels tax. Instead, the FAST Act relied on a variety of items unrelated to transportation.

The FAST Act generally kept in place the core highway formula programs. These programs include: National Highway Performance Program (NHPP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings (set-aside from HSIP), and Metropolitan Planning. The most notable change to the core highway formula programs was in the former Surface Transportation Program (STP), which has been renamed the Surface Transportation Block Grant Program (STBGP).

As with the Highway Title, the Transit Title remains relatively unchanged. The FAST Act provides funding for five years, with an increase of approximately $1 billion per year to the transit program. The major change is the reintroduction of the Discretionary Bus Program (5339(b)) and the Low or No Emission Bus Deployment competition. The FAST Act also phases-in increased Buy America requirements, up to 70% by FY 2020. As with MAP-21 (the previous transportation reauthorization legislation), the FAST Act targets funding increases towards improving state of good repair and the bus program. The other core programs including 5307, 5309, and 5310 feature minor modifications.

Senate Bill 1 (SB 1) Details
On April 28, 2017, the State approved SB 1, called the Road Repair and Accountability Act of 2017 (the Act). This Act increases gasoline and diesel excise taxes (as of November 1, 2017), increases the diesel fuel sales tax, adds a vehicle license fee (the “Transportation Impact Fee”), and adds a zero-emission vehicle license fee. The new taxes, except the sales tax, will increase at CPI. The State estimates the taxes will generate $10 billion annually for specified programs. The Act increases funding for the State Transit Assistance program, which Metro and other County transit agencies use for transit capital and operations costs, and for the existing SHOFF (highway maintenance), State bridges, State Transportation Improvement Program (STIP), local streets and roads (gas tax subvention), active transportation, and Transit and Intercity Rail Capital Program. The Act also creates new programs that provide funding for Metro and Countywide agencies, including a Local Partnership, trade Corridor, and Congested Corridors program. Metro and other local agencies in the County were awarded over $1.7 billion in discretionary SB 1 funding in the beginning of 2018. A state initiative to repeal SB 1 was presented to voters in November 2018 but did not pass.
# SECTION 1: FUNDS AND ELIGIBILITY

Los Angeles County Metropolitan Transportation Authority

## Key Funding Sources Eligibility

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<th>FUNDING SOURCE</th>
<th>GOVERNMENT ENTITY ALLOCATING</th>
<th>ALLOCATION PROCESS</th>
<th>ALLOCATED TO</th>
<th>BUS ELIGIBLE</th>
<th>RAIL ELIGIBLE</th>
<th>NEW SUBWAY ELIGIBLE</th>
<th>HIGHWAY ELIGIBLE</th>
<th>AT/TDM</th>
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<td>Y</td>
<td>Y</td>
<td>N</td>
<td>N</td>
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<tr>
<td>35% – Rail Development</td>
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<td>Metro and Municipal Operators</td>
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<td>Y</td>
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<td>5% – Transit Security</td>
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<td>State Law</td>
<td>Cities by Population</td>
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<td>FAP</td>
<td>Metro and Municipal Operators</td>
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<td>FAP</td>
<td>Metro and Municipal Operators</td>
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<th>Ops</th>
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<th>AT/TDM</th>
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<td>State Law</td>
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<td>Metro Board</td>
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<td>Regional Surface Transportation Block Grant Program (RSTBGP) – flexible to transit</td>
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</table>

*Municipal Bus use only.
**First three years of new transit service only.
AB 3090 (Government Code 14529.7) allows the CTC to grant permission to a local agency to use its own funds to develop and construct a project earlier than planned in the STIP. If agreed to by the CTC, the local agency may be reimbursed, up to the amount programmed in the STIP, for their costs in developing the project either by providing a replacement project or by cash reimbursement. Reimbursement will not occur until the date the project was originally programmed or at a later date as determined by the CTC. The STIP reimbursement is not restricted for use on the same type of project. A letter of no prejudice (LONP) is a similar reimbursement that is tied to a specific grant award. The Grantee uses its own funds for the awarded project and is reimbursed in the future from the grant proceeds.
**SECTION 2: LOCAL FUNDS**

### 2.2 BOND AND LEASE FINANCING

**SUMMARY**

**FUNDING SOURCE**
Proceeds from the issuance of debt and lease obligations

**FUNDING AMOUNTS**
Dependent on need and amount available for repayment

**FUNDING DISTRIBUTION**
Subject to amount of revenue used as repayment for debt; for Metro, administered via Board adopted Debt Policy

**ELIGIBLE ACTIVITIES**
- Transit Capital (Rail and Bus)
- Highway/HOV Capital

**ELIGIBLE RECIPIENTS**
All governmental entities that can legally incur indebtedness

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**OVERVIEW**

Debt and lease instruments are used to leverage future revenues (primarily countywide sales tax) to currently pay for capital projects that will provide long-term benefits over the repayment period. There are numerous forms of debt that are available to Metro and other local governments in the County. Those primarily used by Metro are:

**Bonds:** Long-term debt instrument used by leveraging future revenues to pay the current capital costs of projects that will provide benefit over the life of the repayment period, which should not exceed the useful life of the asset. The bonds Metro issues are typically tax-exempt if the project complies with the private use and other rules of the Federal tax code. The bonds are often sold as “Anticipated Notes” whereby anticipated future revenues or an expected long-term debt issuance is expected to pay-off the Notes and extend amortization of the debt over the useful life of the project.

**Certificates of Participation (COP):** A lease obligation used to finance a capital project or acquisition when characterization as a lease is more appropriate. May be taxable or tax-exempt.

**Commercial Paper (CP):** A short-term debt instrument with maturities ranging from 1 to 270 days frequently used as interim financing. May be either taxable or tax-exempt.

**Revolving Credit Agreements:** A short-term debt agreement with a bank, generally with a final maturity of up to five years, typically for interim financing. May be either tax-exempt or taxable.

**ELIGIBILITY**

A prospective borrower should consult with qualified and experienced personnel, including governmental financial agencies, municipal advisors, and bond attorneys. Metro has a Board-adopted Debt Policy, reviewed annually and brought to the Board for any changes, which outlines the appropriate uses of debt financing: [http://media.metro.net/docs/debt_policy_2018.pdf](http://media.metro.net/docs/debt_policy_2018.pdf)

Financing is used for large capital costs of acquisition, construction and equipment for bus, rail and other transit-related capital projects. Examples include construction of rail lines, highways, busways and operating facilities.
SECTION 2: LOCAL FUNDS

2.3 CALL-FOR-PROJECTS (CFP)

SUMMARY

FUNDING SOURCE
Proposition C, LONP Reimbursement Fund, ATP, CMAQ, STBG

FUNDING AMOUNTS
To be determined. Most recent CFP in 2015 awarded $201.9 million in funding.

FUNDING DISTRIBUTION
Funds awarded by Metro.

ELIGIBLE ACTIVITIES
Transit Capital (Rail and Bus) Active Transportation TDM(bikeshare, vanpool, etc.) Bus Operations Signal Synch/TSM

ELIGIBLE RECIPIENTS
To governmental agencies for a range of transportation projects within the county.

OVERVIEW
Metro has allocated funding through this competitive grant program since the 1990’s. The most recent CFP was held in 2015 and funds for this, as well as prior CFP awards, are expected to be spent through FY 2025. CFP funding is also “de-obligated” or freed-up in the event projects are no longer pursued or indefinitely delayed. Any future CFP has been deferred pending completion of an overall review and assessment, in consideration of new funding from Measure M and SB 1, and available funding identified through the Long Range Transportation Plan update.
SECTION 2: LOCAL FUNDS

2.4 EXPRESSLANES TOLL REVENUES

SUMMARY

FUNDING SOURCE
Assembly Bill (AB) 1467
Streets and Highways Code
Section 149.7
Vehicle tolls

ELIGIBLE ACTIVITIES

FUNDING AMOUNTS
Dependent on available revenues and need

FUNDING DISTRIBUTION
Metro Board

ELIGIBLE RECIPIENTS
Metro, Caltrans and non-Metro transit operators, cities and county through limited grant opportunities

OVERVIEW

Tolls from the I-10 and I-110 freeway ExpressLanes.

Metro, as a Regional Transportation Agency, in cooperation with Caltrans, applied to the CTC to develop and operate high-occupancy toll (HOT) lanes, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations.

ELIGIBILITY

Metro has provided competitive grants funded from the tolls that were used for operation, maintenance, and improvement on the I-10 and I-110 ExpressLanes corridors, as well as bus service enhancements for Gardena Transit, Foothill Transit, Torrance Transit, and Metro. Any future grant opportunities would need to be approved by the Metro Board. The tolls may also be used to fund future Metro ExpressLanes.

catc.ca.gov/programs/tolling/hotlanes/
SECTION 2: LOCAL FUNDS

2.5 FARE REVENUES

SUMMARY

FUNDING SOURCE
Bus and Rail Fare Revenues

FUNDING AMOUNTS
(FY 2020 ESTIMATE)
$439.8 million Total
$284.5 million Metro
$111.0 million Non-Metro Operators
$44.3 million Metrolink

FUNDING DISTRIBUTION
Administered by each operator

ELIGIBLE ACTIVITIES
Bus Operations
Transit Capital (Rail and Bus)
Rail Operations
Paratransit

ELIGIBLE RECIPIENTS
Funds belong to each operator

OVERVIEW

Metro bus and rail transit fares, non-Metro bus transit fares (“Municipal” and Other Operators, Access Services), and Metrolink fares including cash fares, daily and monthly passes, discounted student, senior, and disabled passes, and other fare media. Fares typically recover a portion of operating costs and do not result in a surplus. However, funds can be used to secure debt financing.

ELIGIBILITY

Funds belong to each operator and are primarily used to fund operating costs. Can be used as a repayment source for debt financing, if combined with other operating and non-operating revenue.
In 2011, Metro opted into the California Air Resources Board’s (CARB) LCFS program as a regulated entity. LCFS requires a 10% reduction in the carbon intensity of all fuels used in on-road transportation applications by 2020. As a regulated party, Metro earns credits by dispensing and consuming CNG for its bus fleet.

Producers of CNG and other low-emission fuels, as well as investments in electric vehicle infrastructure can qualify for LCFS credits. Proceeds generated from Metro’s LCFS transactions can be allocated for the implementation, operations, and maintenance of sustainability related infrastructure projects through the establishment of Metro’s Green Fund. A portion of operations and maintenance of existing sustainability related infrastructure installations such as green buildings, renewable energy, and energy efficiency projects can also be drawn from these funds to maintain the infrastructure in a state of good repair.

arb.ca.gov/fuels/lcfs/lcfs.htm
The Open Streets Grant Program temporarily closes streets to cars and opens them to people walking, biking and rolling with the goal to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, 2) to encourage future mode shift, and for 3) civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Eligible Recipients
Los Angeles County, cities and Councils of Government

OVERVIEW

One day Open Streets event in Los Angeles County cities. For additional grant information visit: metro.net/projects/active-transportation/metro-open-streets-grant-program/
SECTION 2: LOCAL FUNDS

2.8 SALES TAX – MEASURE M

SUMMARY

FUNDING SOURCE
Local Sales Tax

FUNDING AMOUNTS
$844 million (FY 2019)

FUNDING DISTRIBUTION
Administered by Metro

ELIGIBLE RECIPIENTS
Allocated to Metro and other agencies according to Measure M Expenditure Plan (Appendix 6), the Metro Formula Allocation Procedure, and Metro Board actions

OVERVIEW

A voter-enacted (2016) ½-cent sales tax for transportation purposes (increasing to one cent in July 2039 with the expiration of Measure R). Metro is responsible for administering the funds through the following subfunds: Transit Capital, Highway Capital, Active Transportation Capital, Operations, and Local Return. This sales tax does not expire.

Ordinance specifies the following apportionments:

Administration ($12.7M): Metro may use 1.5%, less 1.0% that is for administration.

5% Metro Rail Operations ($41.6M discretionary): Allocated to Metro for operation and maintenance of new rail lines.

20% Rail Operations ($166.3M formula): Allocated to Metro for rail operations and state of good repair.

2% ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students ($16.6M discretionary): Allocated to Access Services for paratransit services.

35% Transit Construction ($291.0M project-specific): For specified new Rail and/or Bus Rapid Transit Capital Projects and programs in the Measure M Expenditure Plan. Includes system connectivity projects and first/last mile improvements.

2% Metro State of Good Repair ($16.6M discretionary): For transit state of good repair projects.

17% Highway Construction ($141.3M project-specific): For specified highway capital projects and programs in the Measure M Expenditure Plan. Can include system connectivity projects – ports, highway congestion programs, goods movement.

2% Metro Active Transportation Program ($16.6M discretionary): Bicycle and pedestrian projects. Can fund projects and programs identified in the Measure M Expenditure Plan.

16% Local Return ($141.3M formula): Distributed to incorporated cities and the County on a per capita basis. Metro will contribute an additional 1% of 1.5% administration revenue to Local Return.
1% Regional Rail ($8.3M discretionary): Allocated to Metro and the Southern California Regional Rail Authority (SCRRA) for commuter rail.

**ELIGIBILITY**

Eligible uses are defined in the Ordinance. Specific active transportation, highway, and transit projects are specified in the Measure M Expenditure Plan. Funds flow to Metro which allocates to itself and other agencies according to the Ordinance. Further programmatic eligibility is included in the Measure M Guidelines and administrative procedures. See theplan.metro.net.

**Administration:** Planning, management, execution, use and conduct of the projects and programs funded by Measure M.

5% Metro Rail Operations: New rail line operations and maintenance. Funds are also eligible for Metro Rail State of Good Repair.

20% Transit Operations: Countywide bus service operations, maintenance, and expansion. Funds are eligible for Metro State of Good Repair.

2% ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students: Paratransit operations; fare subsidies for seniors and students.

35% Transit Construction: Capital expenditures on the specific list of transit projects and programs per the Measure M Expenditure Plan. Project definition depends on final environmental process. Includes System Connectivity Projects such as airports, Union Station, Countywide BRT, and first/last mile improvements included in the Expenditure Plan. Also includes a Contingency Subfund for payment of debt interest and inflation.

2% Metro State of Good Repair: Per the Measure M Guidelines, includes vehicle midlife and replacement, signals and track systems maintenance, and rail station upkeep.

17% Highway Construction: Construction of specific list of new carpool lanes, highways, goods movement infrastructure, grade separations, active transportation projects, and soundwalls. Includes System Connectivity Projects which cover port and airport access, ExpressLanes, and goods movement. Includes a Contingency Subfund for payment of debt interest and inflation.

2% Metro Active Transportation Program: Projects that promote walking, bicycling, and/or transit use. Per the Measure M Guidelines, the LA River Waterway and System Bikepath receives funding.

16% Local Return: Major street resurfacing, rehabilitation and reconstruction, pothole repair, left turn signals, bikeways, pedestrian improvements, streetscapes, signal synchronization, and transit.

1% Regional Rail: Commuter rail within Los Angeles County including operations, maintenance, and expansion.
SECTION 2: LOCAL FUNDS

2.9 SALES TAX – MEASURE R

**SUMMARY**

**FUNDING SOURCE**
Local Sales Tax

**FUNDING AMOUNTS**
$844 million (FY 2019)

**FUNDING DISTRIBUTION**
Administered by Metro

**ELIGIBLE RECIPIENTS**
Allocated to Metro and other agencies according to the Measure R Expenditure Plan (Appendix 5), subregional highway programs, the Metro Formula Allocation Procedure, and Metro Board actions

**OVERVIEW**

A voter-enacted (2008) ½-cent sales tax for public transit purposes for a period of 30 years beginning July 1, 2009 through June 30, 2039 (Rail Expansion, Local Street Improvements, Traffic Reduction, Better Public Transportation, Quality of Life). Metro is responsible for administering the funds through the following subfunds: Transit Capital, Highway Capital, Operations, and Local Return.

**Ordinance Specifies the Following Apportionments:**

- **Administration ($12.7M):** Metro may use 1.5% for administration
- **2% Metro Rail Capital System Improvements ($16.6M discretionary):** Allocated to Metro for capital improvements to Metro’s rail system.
- **3% Metrolink Capital ($24.9M discretionary):** Allocated to the Southern California Regional Rail Authority (SCRRA) for capital improvements to the Metrolink commuter rail system.
- **5% Rail Operations ($41.6M discretionary):** Allocated to Metro for operation and maintenance of new rail lines.
- **15% Local Return ($124.7M discretionary):** Distributed to the incorporated cities within Los Angeles County and to Los Angeles County for the unincorporated area of the County on a per capita basis.
- **20% Bus Operations ($166.3M formula):** Allocated to Metro and non-Metro operators and agencies for bus operations.
- **20% Highway Projects ($166.3M project-specific, discretionary programs):** Carpool lanes, highways, goods movement, grade separations, and soundwalls. Annual allocations for highway programs per Metro Board action.
- **35% Transit Capital Specific Projects ($291.0M):** For specified new Rail and/or Bus Rapid Transit Capital Projects.
ELIGIBILITY

Eligible uses are defined in the Ordinance. Specific transit and highway projects are specified in the Measure R Expenditure Plan. Funds flow to Metro which allocates to itself and other agencies according to the Ordinance.

Administration: Planning, management, execution, use and conduct of the projects and programs funded by Measure R.

2% Metro Rail Capital System Improvements: Metro rail capital – rail system improvements, rail yards, and rail cars. Bond debt service (principal and interest on bonds) has first claim.

3% Metrolink Capital: Metrolink capital improvement projects within Los Angeles County. Capital for operations, maintenance, and expansion.

5% Rail Operations: New rail line operations and maintenance.

15% Local Return: Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.

http://www.metro.net/projects/local_return_pgm/

20% Bus Operations: Countywide bus service operations, maintenance, and expansion.

20% Highway Projects: Construction of specific list of capital projects or programs of projects in the Measure R Expenditure Plan. The subregional highway programs (e.g., Highway Operation Improvements in Arroyo Verdugo subregion, Interstate 605 corridor “Hot Spot” interchanges) allocate funding in coordination with the respective council of governments or other appropriate subregional body.

35% Transit Capital Specific Projects: Construction of specific list of new rail and/or bus rapid transit capital projects including Metro clean fuel buses and Municipal clean fuel bus capital facilities and rolling stock in the Measure R Expenditure Plan. Project definition depends on final environmental process. Bond debt service (principal and interest on issued bonds) has first claim.
## Section 2: Local Funds

### 2.1o Sales Tax – Proposition A

#### SUMMARY

**FUNDING SOURCE**
Local Sales Tax

**FUNDING AMOUNTS**
$844 million (FY 2019)

**FUNDING DISTRIBUTION**
Administered by Metro

**ELIGIBLE RECIPIENTS**
Allocated to Metro and other agencies according to the Metro Formula Allocation Procedure and Metro Board actions

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<th>ELIGIBLE ACTIVITIES</th>
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<th>ELIGIBLE ACTIVITIES</th>
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<td>Active Transportation</td>
<td>Local Sales Tax</td>
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<td>Signal Synch/TSM</td>
<td>Local Sales Tax</td>
<td>TDM (bikeshare, vanpool, etc.)</td>
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#### OVERVIEW

A voter-enacted (1980) ½-cent sales tax in Los Angeles County. Metro is responsible for administering the funds. Funds flow to Metro which allocates to itself and other agencies according to the Metro Formula Allocation Procedure and Metro Board actions. These funds can be leveraged by bonding for capital projects. This sales tax does not expire.

**Ordinance Specifies the Following Apportionments:**

- **Administration ($42.2M):** Metro has elected to use up to 5% for administration.
- **25% Local Return Program ($200.5M formula):** Distributed to L.A. County and the cities in L.A. County on a per capita basis for public transit uses. Requires annual project descriptions, fiscal and compliance audits upon project completion, can establish capital reserves with Metro Board approval.
- **35% Rail Development Program ($280.6M discretionary):** Metro frequently leverages these funds by bonding in accordance with adopted debt policy to finance major construction projects such as rail lines.
- **40% Discretionary ($320.7 M):** Allocated according to Metro Board policy. For county bus operators, the formula is based on projected receipts plus the Consumer Price Index (CPI) adjusted once during the mid-year reallocation. Growth above CPI, if any, is transferred to Proposition C 40% Discretionary per the Discretionary Grant Program and Incentive Program Guidelines. Senate Bill (SB) 1755 (Calderon, 1991) mandates adherence to the Transit Operator Formula Funds (Formula Allocation Procedure) unless changed by ¾ vote of Metro Board.
- **5% of 40% Incentive Program ($16.0M):** For paratransit programs. The County, cities, and public transit operators may apply. Private operators may only receive funds through sponsorship by an eligible operator.
ELIGIBILITY

To improve and expand public transit in L.A. County. Eligible uses are defined in the Ordinance.

Administration: Planning, management, execution, use and conduct of the projects and programs funded by Proposition A.

25% Local Return Program: Exclusively to benefit public transit: expenditures related to fixed route and paratransit services, Transportation Demand Management (TDM), Transit Systems Management (TSM), and fare subsidy programs that exclusively benefit transit. See Guidelines for complete details. Metro web site:

metro.net/projects/local_return_pgm/

35% Rail Development Program: Bond debt service (principal and interest on bonds to finance major rail construction projects) has first claim. Acquisition, renovation, rehabilitation, and replacement of rail vehicles, rail facilities, & wayside systems. Operation of rail systems. Acquisition & maintenance of rights of way.

40% Discretionary: Bond debt service (principal and interest on previously issued bonds) has first claim. Any transit purpose, but current practice limits expenditures to bus capital and operations.

Sub-regional paratransit programs, special transit programs, community transportation programs, voluntary National Transit Database (NTD) reporting.

NON-ELIGIBLE USES

The Metropolitan Transportation Authority Reform and Accountability Act of 1998 prohibits the use of Proposition A to pay costs of planning, designing, construction or operation of any “New Subway.”
SECTION 2: LOCAL FUNDS

2.11 SALES TAX – PROPOSITION C

SUMMARY

FUNDING SOURCE
Local Sales Tax

FUNDING AMOUNTS
$844 million (FY 2019)

FUNDING DISTRIBUTION
Administered by Metro

ELIGIBLE RECIPIENTS
Allocated to Metro and other agencies according to the Metro Formula Allocation Procedure, the Metro Call for Projects, and Metro Board actions.

OVERVIEW

A voter-enacted (1990) ½-cent sales tax for public transit purposes. Metro is responsible for administering the funds. Funds flow to Metro which allocates to itself and other agencies according to the Metro Formula Allocation Procedure, the Metro Call for Projects, and Metro Board actions. A Funding Agreement (FA) is executed for each project in the Metro Call for Projects. These funds can be leveraged by bonding for capital projects. This sales tax does not expire.

Ordinance specifies the following apportionments:

Administration ($12.7M): – Metro may use up to 1.5% for administration

5% Rail and Bus Security ($41.6M formula): Per SB 1755 (Calderon, 1991), 90% is allocated based on unlinked passenger trips. 10% is allocated to Metro for internal security.

10% Commuter Rail/Transit Centers/Park-n-Ride ($83.1M discretionary): To increase mobility and reduce congestion by providing funds for Commuter Rail and the construction of Transit Centers, Park-and-Ride Lots, and Freeway Bus Stops. Allocated directly by the Metro Board to Metrolink and through the Metro Call for Projects process to other eligible agencies for specific eligible projects.

20% Local Return ($166.3M formula): distributed to cities and unincorporated LA County on a per capita basis exclusively for public transit purposes. Requires annual project descriptions, Metro conducts fiscal and compliance audits upon project completion, can establish capital reserves with Metro Board approval, may not be traded to other jurisdictions. The Metro Board has approved (FY 2006-07) Local Return Guidelines for Proposition A and Proposition C that identify eligible uses and procedural and audit requirements.

25% Transit-related Improvements to Freeways and State Highways and public mass transit improvements to railroad rights-of-way ($207.8M discretionary): To provide essential Countywide transit-related improvements to freeways and State highways. To facilitate transit flow, the operation of major streets and freeways will be improved by providing preference and priority for transit. Traffic signals may be synchronized and coordinated. Generally
awarded to Metro, the County, cities, and local agencies through the Metro Call for Projects or other Metro Board action. Recipients must provide for ongoing maintenance and operations. Metro leverages these funds by bonding.

40% Discretionary ($332.5M): Currently allocated at discretion of Metro Board to Metro and non-Metro operators and agencies after all other funding opportunities are exhausted. Programs currently funded with this source are: Foothill Mitigation, transit service expansion, base restructuring, Municipal Operator Service Improvement Program (MOSIP), over-crowding relief, and bus security enhancements.

**ELIGIBILITY**

Eligible uses are defined in the Ordinance and per the 1998 Reform and Accountability Act.

**Administration:** Planning, management, execution, use and conduct of the projects and programs funded by Proposition C.

5% Rail and Bus Security: Improve and expand rail and bus security; new rail line security, transit service/facilities security, security incentives, security improvements and demonstration projects.

10% Commuter Rail/Transit Centers/Park-n-Ride: Bond debt service (principal and interest on bonds) has first claim. Capital costs of commuter rail including vehicles, land acquisition, track, bridges, grade crossings, maintenance equipment and facilities, and signal systems. Capital costs of transit centers including facilities, access improvements, landscaping, bike lockers, rehabilitation, and other amenities. Capital costs and rehabilitation of park-and-ride lots, freeway bus stops incorporated into a transit center or park-and-ride lot, used exclusively by transit and ride-sharing patrons during normal working hours. New facilities must serve regional transportation needs in Los Angeles County. Maintenance is not eligible. See Metro Board adopted Guidelines from June 1998. Metro Board Action in June 2016 further restricted this source to only fund Metrolink station improvement projects which have a clear and direct nexus to a current or planned Metrolink station.

20% Local Return: Distributed to cities on a per capita basis exclusively for public transit purposes, requires annual project descriptions, Metro conducts fiscal and compliance audits upon project completion, can establish capital reserves with Metro Board approval, may not be traded to other jurisdictions.

25% Transit-related Improvements to Freeways and State Highways and public mass transit improvements to railroad rights-of-way: New or improved facilities that reduce congestion such as carpool lanes, transitways, signal coordination/TSM improvements on arterial streets used by transit, grade separations, incident management programs, arterial widening, interchanges, ridesharing, and first/last improvements.

See Metro Board adopted Guidelines from June 1998. Bond debt service (principal and interest on bonds) has first claim.

40% Discretionary: Improve and expand rail and bus transit Countywide, provide fare subsidies, increase graffiti prevention and removal, and increase energy-efficient, low polluting public transit service. May be used for Call for Projects and other regionally significant transit programs at discretion of Metro Board. May not be used for capital improvements for the Metro Rail project between Union Station and Hollywood. Bond debt service (principal and interest on bonds) has first claim.

**NON-ELIGIBLE USES**

These funds cannot be used for planning, design, construction or operation of any new underground subway (including any extension or operating segment thereof) other than Metro Red Line MOS-1, MOS-2 and MOS-3-North Hollywood.
SECTION 2: LOCAL FUNDS

2.12 TRANSIT ORIENTED DEVELOPMENT (TOD) PLANNING GRANTS

SUMMARY

FUNDING SOURCE
Metro sales tax, other local funds

FUNDING AMOUNTS
Funding for future rounds is to be determined; approximately $24.6 million programmed by Metro

FUNDING DISTRIBUTION
Competitive grant application process managed by Metro

ELIGIBLE ACTIVITIES
Eligible activities set with each round of funding available through adopted program guidelines

ELIGIBLE RECIPIENTS
County of Los Angeles and all cities with land use regulatory jurisdiction within a one-half mile of existing, planned, or proposed Metrolink, Metro Rail, or Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors

OVERVIEW

Metro’s TOD Planning Grant Program awards competitive grants to Los Angeles County local jurisdictions to develop and adopt transit supportive regulatory documents.

ELIGIBILITY

The grant can fund: a) Both third party consulting costs and internal staff costs (excluding staff overtime costs) for staff directly providing services with respect to the project, and b) Costs associated with community outreach may include food, and noncash incentives. Such proposed expenditures must be approved by Metro in advance of incurring costs.

metro.net/projects/tod/
2.13 TRANSPORTATION DEVELOPMENT ACT (TDA) – ARTICLES 3, 4, 8

SUMMARY

FUNDING SOURCE
1/4 cent statewide sales tax

FUNDING AMOUNTS
$420.8 million (FY 2019)

FUNDING DISTRIBUTION
Apportioned by the State Board of Equalization and managed/distributed by the County of Los Angeles

ELIGIBLE RECIPIENTS
Metro allocates to itself and non-Metro Transit Operators according to FAP (Formula Allocation Procedure)

OVERVIEW

A Local Transportation Fund (LTF) for each county holds TDA receipts that are derived from 1/4 cent of the 7.25 cent statewide retail sales tax. The funds are apportioned to each county according to the amount of tax collected in the county. TDA has three primary “articles” that determine funding eligibility.

Public Utilities Code 99200
Administration (PUC 99233.1)
Planning and Programming (PUC 99233.2)

2% TDA Article 3 (Bicycle & Pedestrian Facilities): Allocated to local jurisdictions based 85% on population and 15% to City of LA and LA County unincorporated areas for maintenance of regionally significant Class I bicycle facilities.

TDA Article 4 (Public Transportation Systems): Eligible for public transportation and grade separation. A separate TDA Article 4.5, for community transit services for riders such as handicapped who cannot use conventional transit, is not utilized since the Prop A Incentive Program serves this purpose.

TDA Article 8: For areas within LA County not served by Metro, North County unincorporated area, Palmdale, Lancaster, Santa Clarita, and Avalon. Allocated to the eligible local jurisdictions based on population. Requires annual public hearings.

ELIGIBILITY

TDA Article 3: May be used for activities relating to pedestrian and bicycle facilities (including sidewalk wheelchair ramps).

TDA Article 4: Metro allocates to itself and non-Metro transit operators based on established criteria and formula including the Metro Formula Allocation Procedure (FAP), and such sums as may be necessary for Metro administrative responsibilities including performance audits. Up to 1% of annual revenues may be used by Metro and .75% by SCAG for planning and programming. Can fund bicycle and pedestrian facilities, public transportation systems, bus capital or operating costs. Available only to Metro and “eligible” municipal operators subject to the FAP based on vehicle service miles and fare revenue.

TDA Article 8: For transit and paratransit programs to fulfill unmet transit needs, including areas not served by Metro. If there are no unmet transit needs, may be used for street and road improvements.

Metro web site: metro.net/projects/TDA/
SUMMARY

FUNDING SOURCE
Tax revenue from newly-created taxing districts. Local governments can also negotiate in-kind accommodations or use conditions from property owners in exchange for development rights, or as part of the sale of government-owned property in proximity to planned Metro stations or other transportation improvements.

FUNDING AMOUNTS
Site specific. Dependent upon a number of factors including the size of the district, type of development, and real estate market conditions.

OVERVIEW

Value capture is a means of creating new tax revenue or other tangible benefits from new development in proximity to Metro improvements (primarily new rail stations) or other transportation improvements. Options for new taxing districts include community facilities districts (also known as Mello-Roos districts) or assessment districts, or the relatively new "infrastructure financing districts" that can be funded from incremental property taxes (similar to the now defunct redevelopment agency areas). Metro worked with the City of Los Angeles to create benefit assessment districts in the past to finance a portion of the initial segments of the Red and Purple Line, and has worked with numerous developers on mutually beneficial projects along the Red, Expo, and Gold Lines, as well as others. Both local governments and Metro can evaluate the opportunities for value capture financings or other tangible benefits at all future planned rail stations, based on factors including existing land use and permitting, development potential, land use planning, and land owner interest.

FUNDING DISTRIBUTION
Transaction specific. Determined by local governments that create the taxing district, or owner of government property being transferred.

ELIGIBLE RECIPIENTS
Dependent upon the type of district and terms of the agreement with the developer.

ELIGIBLE ACTIVITIES
Metro rail capital (including local agency contributions) and operations, transit-oriented development and transit-oriented communities, first/last mile, business assistance, additional housing, and street and pedestrian improvements.
3.1 ACTIVE TRANSPORTATION PROGRAM (ATP)

**SUMMARY**

**FUNDING SOURCE**


**FUNDING AMOUNTS**

$223 million, discretionary, estimated annual award statewide

**FUNDING DISTRIBUTION**

CTC – Administered biannual competition

**ELIGIBLE ACTIVITIES**

Infrastructure projects: capital improvements that further ATP goals, including environmental, design, right-of-way, and/or construction phases of capital projects. Non-infrastructure projects: education, encouragement, and enforcement activities that further ATP goals, with focus on start-up projects (ATP cannot fund ongoing program operations). Infrastructure projects with non-infrastructure components. Plans: community-wide bicycle, pedestrian, safe routes to school, or active transportation plans in disadvantaged communities.

**OVERVIEW**

The ATP encourages increased use of active modes of transportation such as biking and walking. Its goals include improving mobility, health, and safety for non-motorized users; decreasing greenhouse gas emissions consistent with SB 375 and SB 391; and providing benefit to disadvantaged communities.

SB 99 of 2013 consolidated five existing programs (Federal Transportation Alternatives Program, Recreational Trails Program, Safe Routes to Schools Program, Bicycle Transportation Account, and Bikeway Account) into a single program. Funding is distributed through a competitive process as follows: 50% to the state for a statewide competitive program, 10% to small urban and rural regions with populations of 200,000 or less for the small urban and rural area competitive program, and 40% by population to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000. SB 1 of 2017 directs another $100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in the 2017-18 fiscal year.

**ELIGIBILITY**

Infrastructure projects: capital improvements that further ATP goals, including environmental, design, right-of-way, and/or construction phases of capital projects. Non-infrastructure projects: education, encouragement, and enforcement activities that further ATP goals, with focus on start-up projects (ATP cannot fund ongoing program operations). Infrastructure projects with non-infrastructure components. Plans: community-wide bicycle, pedestrian, safe routes to school, or active transportation plans in disadvantaged communities.

[dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program](dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program)

[catc.ca.gov/programs/active-transportation-program](catc.ca.gov/programs/active-transportation-program)
3.2 AIR QUALITY VEHICLE REGISTRATION FEE (AB 2766)

SUMMARY

FUNDING SOURCE
Health and Safety Code 44220-44247

FUNDING AMOUNTS
Varies by grant cycle. Metro assumes $2 million every two years for bus fleet replacement.

FUNDING DISTRIBUTION
South Coast Air Quality Management District (SCAQMD)

ELIGIBLE RECIPIENTS
Local agencies

OVERVIEW

Annual $12 vehicle registration surcharge in the South Coast Air Quality Management District (SCAQMD) to fund air pollution efforts per AB 2766 (1990). A $4 portion of this fee is divided as follows: 30% is used by SCAQMD to reduce motor vehicle air pollution and implement the California Clean Air Act, 40% is distributed based on population to cities and counties to reduce motor vehicle air pollution, and 30% is discretionary, on a competitive basis, recommended by the Mobile Source Air Pollution Reduction Review Committee (MSRC) to the SCAQMD Board.

The MSRC has historically earmarked funds for the County Transportation Commission, which has produced funding for Metro. Future MSRC funds may be designated for other purposes, including the region’s goods movement needs.

ELIGIBILITY

Projects that reduce motor vehicle air pollution.

aqmd.gov/docs/default-source/transportation/ab2766-motor-vehicle-subvention-fund-program/ab2766-resource-guide.pdf?sfvrsn=8
SECTION 3: STATE FUNDS

3.3 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

5% of Greenhouse Gas Reduction Funds (GGRF) annually by formula

SUMMARY

FUNDING SOURCE
GGRF

FUNDING AMOUNTS
Varies based on auction proceeds to be continuously appropriated for program. Estimated to be $36.6 million in FY 2020 for Los Angeles County

FUNDING DISTRIBUTION
Caltrans and State Controller’s Office

ELIGIBLE RECIPIENTS
Local agencies, Metro

OVERVIEW

The Low Carbon Transit Operations Program (LCTOP) was initially funded as part of the 2014-15 State of California budget (by Senate Bill 852 and Senate Bill 862), which has a goal of reduced greenhouse gas (GHG) emissions, improved mobility, and a priority to serving disadvantaged communities. This program is funded from five percent of cap-and-trade auction proceeds deposited to the GGRF.

ELIGIBILITY

Projects in the following areas are eligible: increasing transit mode share, replacing conventional vehicles with zero emissions vehicle projects, supporting new or expanded bus or rail services, expanded intermodal transit facilities, equipment acquisition, fueling, and maintenance and other costs to operate above services or facilities.

dot.ca.gov/programs/rail-and-mass-transportation/low-carbon-transit-operations-program-lctop
3.4 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

10% of GGRF annually, discretionary

SUMMARY

FUNDING SOURCE
GGRF and SB 1

FUNDING AMOUNTS
Varies based on auction proceeds. Grant cycles conducted approximately every two years. Augmented with $245 million annually from SB 1. Transportation Improvement Fee, plus CPI

FUNDING DISTRIBUTION
California State Transportation Agency (CalSTA)

ELIGIBLE RECIPIENTS
Local agencies, Metro

OVERVIEW

Administered by Caltrans in collaboration with California State Transportation Agency (CalSTA). The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 to provide grants for capital improvements and operational investments that will modernize California’s transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.

ELIGIBILITY

Projects in the following areas are eligible: expansion, enhancement and improvement of existing rail systems, including new rail cars and locomotives to increase ridership and service levels, and improve reliability; improvements to existing and future rail systems, including high speed rail; increased integration of rail and transit services, including integrated ticketing and bus transit investments that increase ridership and reduce GHG emissions.

dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program
SECTION 3: STATE FUNDS

3.5 STATE TRANSIT ASSISTANCE (STA)

SUMMARY

FUNDING SOURCE
State sales tax on diesel fuel (Proposition 22, Fuel Tax Swap of 2010, SB 1) and Transportation Improvement Fee (TIF) on vehicle registration (see SB1).

FUNDING AMOUNTS
$167.2 million countywide each year, excluding TIF; formula $71.8 million Population Share/ $95.4 million Operator Revenue Share/ $158.9 million TIF

FUNDING DISTRIBUTION
Total STA share apportioned by the State; Metro allocates Population and Operator Revenue Shares

OVERVIEW
A State transit funding program allocated to regional transportation planning agencies and county transportation commissions 50% by population and 50% by transit operations. Through SB1, STA receives 4% of the statewide diesel sales tax and $105 million (escalated annually) from the Transportation Improvement Fee.

Population share (PUC 99313) is distributed to Regional Transportation Planning Agencies (RTPAs) based on the population ratio of the area of jurisdiction to the total population of the state. These funds are eligible for transit operations or capital. Metro allocates to Metro Rail operations.

Operator Revenue Share (PUC 99314) is distributed to RTPAs for distribution to operators based on the ratio of the transit operations funding of each operator and the member agencies in the area of jurisdictions during the prior fiscal year to the total of all the operators in the state. Eligible for transit operations or capital. Metro allocates to itself and other bus operators according to the Metro Formula Allocation Procedure (see also the Metro “Transit Fund Allocations,” adopted by the board each year). See State Controller website for allocations among transit operators.

ELIGIBLE RECIPIENTS
County transportation commissions, STA-eligible operators

ELIGIBLE ACTIVITIES
Transit Capital (Rail and Bus)  Bus Operations  Rail Operations

ELIGIBILITY
Funds are eligible for public transportation purposes.

sco.ca.gov/ard_payments_transit.html

section 3: state funds
OVERVIEW

Senate Bill 1 (SB 1) – Road Repair and Accountability Act of 2017 is a long-term transportation reform and funding package that was signed into law on April 28, 2017. It contains new revenues to make road safety improvements, repair local streets, expand public transit, improve highways, and build bridges and overpasses.

SB 1 provides $5.4 billion per year over the next decade to fund transportation improvements through increases in the state excise tax on gasoline and diesel fuel, sales tax on diesel fuel, and vehicle registration fees. The major funding programs under SB 1 are:

SB 1 – State of Good Repair (SGR)
Local Partnership Program (LPP) *
Solutions for Congested Corridors Program (SCCP)
Trade Corridor Enhancement Program (TCEP)
SB 1 Augmentation to existing Programs*

Active Transportation Program (ATP)
State Gas Tax Subventions
State Highway Operation and Protection Program (SHOPP)
State Transit Assistance (STA)
Transit and Intercity Rail Capital Program (TIRCP)

*See separate section within the Guide.
**SUMMARY**

**FUNDING SOURCE**
SB-1 (2017)

**FUNDING AMOUNTS**
Approximately $105 million per year statewide

**FUNDING DISTRIBUTION**
Formulaic distribution

**ELIGIBLE RECIPIENTS**
Regional transportation agencies and local transit operators

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**OVERVIEW**

SB-1 includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair program. This program provides funding of approximately $105 million annually to the State Transit Assistance (STA) Account. The SGR Program includes an inflation adjustment. The SCO distributes these funds using the STA distribution formula and Los Angeles County subrecipients receive these funds through the annual Formula Allocation Procedure (FAP), after submittal of the required project list.

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**ELIGIBILITY**

These funds are to be made available for eligible transit maintenance, rehabilitation and capital projects. SB-1 emphasizes the importance of accountability and transparency in the delivery of California’s transportation programs. Therefore, in order to be eligible for State of Good Repair funding, potential agencies must comply with various reporting requirements. The State of Good Repair Guidelines describe the general policies and procedures in carrying out the reporting requirements and other statutory objectives of SB-1.

3.6.2 LOCAL PARTNERSHIP PROGRAM (LPP)

**SUMMARY**

**FUNDING SOURCE**
SB-1 (2017)

**FUNDING AMOUNTS**
Statewide $200 million per year statewide

**FUNDING DISTRIBUTION**
Competitive and formulaic distributions

**ELIGIBLE RECIPIENTS**
Agencies that administer voter-approved taxes, tolls, or fees or that have imposed fees which are dedicated solely to transportation improvements

**OVERVIEW**
The LPP provides local and regional agencies that have passed sales tax measures, tolls, or fees or that have imposed fees which are dedicated solely to transportation improvements with a continuous appropriation of $200 million annually (Statewide) to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.

**ELIGIBILITY**
Projects in the following areas are eligible: improvements to the state highway system; improvements to transit facilities that expand transit services, increase ridership, and improve safety; acquisition, retrofit or rehabilitation of rolling stock, buses or other transit equipment; improvements to the local road system; improvements to bicycle or pedestrian safety or mobility; improvements to mitigate the environmental impact of new transportation infrastructure on a locality’s or region’s air quality or water quality, including management practices for capturing or treating urban runoff, road maintenance and rehabilitation; sound walls for highways that were built prior to 1987 without sound walls and with or without high occupancy vehicle lanes.

[catc.ca.gov/programs/sb1/local-partnership-program](http://catc.ca.gov/programs/sb1/local-partnership-program)
SECTION 3: STATE FUNDS

3.6.3 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SUMMARY

FUNDING SOURCE
SB-1 (2017)

FUNDING AMOUNTS
$250 million annually, Statewide; grant applications accepted as determined by State

FUNDING DISTRIBUTION
Discretionary through CTC

ELIGIBLE ACTIVITIES
Highway/HOV Capital
Transit Capital (Rail and Bus)
Active Transportation
Goods Movement

ELIGIBLE RECIPIENTS
Regional agencies/Caltrans

OVERVIEW

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.

ELIGIBILITY

Projects that reduce congestion in highly traveled and congested corridors through performance improvements that balance transportation improvements, community impact, and provide environmental benefits. Funds transit, active transportation, highway projects, and managed lanes (does not fund general purpose lanes). Projects must be included in a qualifying Comprehensive Multimodal Corridor Plan consistent with the CTC’s Comprehensive Multimodal Corridor Plan Guidelines.

catc.ca.gov/programs/sb1/sccp/
OVERVIEW

TCEP provides funding for infrastructure improvements along corridors with high volumes of freight movement. Eligible projects will increase the use of on-dock rail, improve safety by eliminating at-grade crossings, reduce impact to surrounding communities, reduce border wait times, and increase rail capacity with double tracking.

ELIGIBILITY

Freight projects that significantly contribute to freight system economic activity and vitality; improve or preserve infrastructure; relieve congestion; improve safety, security, or resilience; implement technology or innovation; reduce or avoid adverse community and/or environmental impacts. For example, highway improvements to efficiently accommodate movement, system improvements to enhance mobility such as grade separations, port capacity and efficiency enhancements, border access and truck corridor improvements, and ITS systems.

catc.ca.gov/programs/sb1/tcep/
SECTION 3: STATE FUNDS

3.6.5 SB 1 AUGMENTATION TO EXISTING PROGRAMS

ACTIVE TRANSPORTATION PROGRAM (ATP)

The Legislature created the Active Transportation Program (ATP) in 2013 to encourage increased use of active modes of transportation, such as biking and walking. SB 1 significantly augments the available funding for ATP program by directing $100 million annually to the ATP. Please refer to ATP section 3.1 herein for details.

STATE GAS TAX SUBVENTIONS

SB1 allocates 50% of new fuel and TIF revenue deposits to local streets and roads. SB1 has more than doubled the funding.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

The additional SB 1 SHOPP investment, estimated at approximately $1.5 billion annually, is earmarked to improve the condition of the State Highway System (SHS); an additional $400 million annually is identified specifically for maintenance and rehabilitation of bridges and culverts along the SHS. Please refer to SHOPP section 3.8 herein for details.

STATE TRANSIT ASSISTANCE (STA)

SB 1 provides additional diesel tax and TIF revenue to STA. This additional funding will go to transit capital projects and operational costs via current funding formulas based on agency revenue and population. Please refer to STA under section 3.5 herein for details.

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

TIRCP will receive an additional $245 million annually from SB 1 funds escalated for inflation. These competitive grants fund transformative projects that modernize transit systems, increase ridership, reduce greenhouse gas emissions, and improve safety. A minimum of 25% of funding provides direct benefits to disadvantaged communities. Check TIRCP section 3.4 for details.
### SUMMARY

**FUNDING SOURCE**
Streets & Highways Code Sections 2105-2107, 2107.5, 2030

**FUNDING AMOUNTS**
Approximately $653 million statewide in FY 2020, allocated by formula

**FUNDING DISTRIBUTION**
State Controller’s Office

**ELIGIBLE ACTIVITIES**
- Transit Capital (Rail and Bus)
- Highway/HOV Capital
- Active Transportation

**ELIGIBLE RECIPIENTS**
Cities and the county

### OVERVIEW
Highway Users Tax fund gas taxes that are directly disbursed by the State Controller to the cities and the county. Cities must be in conformance with the Congestion Management Plan certified by Metro. SB 1 increases funding for the local streets and roads program with an estimated $15 billion available statewide over ten years.

### ELIGIBILITY
Recipient chooses street and highway projects for road maintenance and rehabilitation, safety, grade separations, complete street, and traffic control devices. Cannot be used to purchase transit vehicles.
SECTION 3: STATE FUNDS

3.8 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

SUMMARY

FUNDING SOURCE
State and Federal fuel excise tax, gas excise tax, SB1
TIF allocation

FUNDING AMOUNTS
Approximately $4 billion per year, Statewide

FUNDING DISTRIBUTION
Allocated by CTC

ELIGIBLE ACTIVITIES
Highway/ HOV Capital
Signal Synch/TSM

ELIGIBLE RECIPIENTS
Caltrans

OVERVIEW

A four-year State program of Caltrans’ capital projects whose purpose is to maintain the safety and integrity of the State Highway System. Most of the projects are for pavement and bridge rehabilitation and traffic safety improvements. CTC allocates to the individual projects.

ELIGIBILITY

Capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane.

Caltrans web site:

dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp
3.9 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

SUMMARY

FUNDING SOURCE
Incremental Excise Tax under SB 1

FUNDING AMOUNTS
Approximately $100 million per year to the county by formula, IIP is discretionary

FUNDING DISTRIBUTION
By regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its Interregional Transportation Improvement Program (ITIP)

ELIGIBLE ACTIVITIES
- Highway/ HOV Capital
- Goods Movement
- Transit Capital (Rail and Bus)
- Active Transportation

ELIGIBLE RECIPIENTS
Caltrans, regional and local transportation agencies

OVERVIEW
A five-year state-regional program adopted every two even years, of capital improvements on and off the State Highway System that increase the capacity or improve the state of good repair of the transportation system. The STIP consists of two broad programs – the regional program (RIP) funded from 75% of new STIP funding and the interregional program (IIP) funded from 25% of new STIP funding. Each new STIP adds two years of programming capacity. The STIP is sized by the incremental excise tax funded from the State Highway Account (SHA) and is exchanged to include a combination of State & Federal gas tax funding. (The Federal Transportation Enhancement program was replaced by MAP21 and is no longer in the STIP).

ELIGIBILITY
The CTC must approve each County’s STIP in its entirety. CTC allocation is required by the end of the fiscal year that the project is listed in the STIP.

For STIP Guidelines, see:
catc.ca.gov/programs/state-transportation-improvement-program
SECTION 3: STATE FUNDS

3.9.1 INTERREGIONAL IMPROVEMENT PROGRAM (IIP)

OVERVIEW

25% of STIP funds for projects proposed by Caltrans in its IIP: highway and intercity rail projects that improve interregional mobility for people and goods across the State on highway and rail corridors of strategic importance.

ELIGIBILITY

Caltrans nominates projects to improve: state highways, intercity passenger rail system, and interregional movement of people, vehicles and goods. May contribute funding for projects in the RIP portion of the STIP.

3.9.2 REGIONAL IMPROVEMENT PROGRAM (RIP)

OVERVIEW

75% of STIP funds are distributed by formula 60% to the 13 southern counties and 40% to the northern counties. Metro, as the county transportation commission, proposes regional projects for itself, Caltrans, and local agencies. Since Metro receives no federal metropolitan planning funds, Metro may propose to use up to 5% of its RIP share for its project Planning, Programming and Monitoring (PPM).

ELIGIBILITY

Capital projects (can include project development) needed to improve transportation in the region related to State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety. In addition, all STIP projects must meet eligibility and priority requirements specific to the STIP’s funding sources – the State Highway Account which includes both State and Federal revenues. LA County projects are selected through Metro Board action.

PPM uses: project planning including studies and alternatives analyses (not preliminary engineering); program development, including preparation of Regional Transportation Improvement Programs and studies; and monitoring project implementation, including project delivery, timely use of funds, and compliance with State law and CTC guidelines.

Subject to CTC approval.
**SUMMARY**

**FUNDING SOURCE**
FAST Act § 1114; 23 U.S.C. 149

**FUNDING AMOUNTS**
$157.7 million apportionment to LA County in FY 2020

**FUNDING DISTRIBUTION**
Apportioned by the State based on population and severity of pollution and administered by Metro

**ELIGIBLE ACTIVITIES**
- Highway/ HOV Capital
- Transit Capital (Rail and Bus)
- Rail Operations
- Bus Operations
- Signal Synch/TSM

**ELIGIBLE RECIPIENTS**
Non-attainment areas

**OVERVIEW**
A flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (PM), non-attainment areas, and for former nonattainment areas that are now in compliance, which are referred to as maintenance areas. Funds are apportioned by the State by formula to each county based on population and severity of pollution in ozone and carbon monoxide areas. LA County is a non-attainment area. Federal share is generally 80% but is 90% or 100% in certain cases. Funds may be flexed or transferred to the FTA for transit projects.

**ELIGIBILITY**
Transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. Projects for PM-10 levels of “coarse” pollutants coming from diesel vehicles; traffic monitoring, management, and control facilities; projects that improve traffic flow; emergency communications equipment; projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates or otherwise reduce demand; diesel retrofits; facilities serving electric or national gas-fueled vehicles; and certain transit operations. No funds may be used to add Single Occupancy Vehicles capacity. HOV and ExpressLanes are eligible. Verified technologies for non-road vehicles and non-road engines that are used in port-related freight operations located in ozone, PM10, or PM2.5 nonattainment or maintenance areas funded. The installation of vehicle-to-infrastructure communications equipment. Added priority for infrastructure located on the corridors designated under 23 U.S.C. 151. [23 U.S.C. 149(c)(2)].

Metro programs to itself and other agencies through the Metro Call for Projects, Measure R and M subregional programs, or other Metro Board action. Some TDM projects may be eligible.

[_fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm_]

4.1.1 FHWA ADMINISTERED
Congestion Mitigation and Air Quality Improvement Program (CMAQ)
### 4.1.2 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

**SUMMARY**

**FUNDING SOURCE**  
FAST Act Section 1112, USC 130 and 148

**FUNDING DISTRIBUTION**  
Administered by the State; grant applications accepted as determined by the State

**ELIGIBLE RECIPIENTS**  
Cities and the County

**ELIGIBLE ACTIVITIES**  
Highway/ HOV Capital  
Active Transportation

**FUNDING AMOUNTS**

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<th>Federal Fiscal Year</th>
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<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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</table>

*aNational funding amounts

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**OVERVIEW**

A core funding program whose purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The FAST Act requires FHWA to set aside, prior to apportionment, HSIP funding for the Railway-Highway Crossings program. After apportionment, 2% of the State’s HSIP apportionment is set aside for State Planning and Research.

**ELIGIBILITY**

Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including active transportation projects. The State must develop, evaluate, and update a SHSP. The FAST Act limits HSIP eligibility to only those listed in statute and prohibits the use of HSIP funds for the purchase, operation, or maintenance of an automated traffic enforcement system. However, the workforce development, training, and education activities are eligible uses of HSIP funds.

This program supports safety enhancements and general improvements to infrastructure for both intercity passenger and freight railroads. A portion of the program is reserved for rural projects.

Project range is wide, including projects that improve railroad safety; congestion mitigation at both intercity passenger and freight rail checkpoints; multi-modal connection enhancements; rail line relocations and improvements. FRA will evaluate projects based on their benefits, including system and service performance, competitiveness, reliability, trip time, travel mode, integration and ability to meet existing and anticipated travel demand. Preference will be given to projects that: have a proposed federal share of 50 percent or less; have a non-federal share comprised of more than one source; and maximize the net benefits of grant funds.
SUMMARY

**FUNDING SOURCE**
FAST Act § 1116; 23 U.S.C. 167

**FUNDING DISTRIBUTION**
Funding is being administered through the State’s Trade Corridors Enhancement Program (TCEP).

**ELIGIBLE RECIPIENTS**
Caltrans, Metro, Local Jurisdictions

**FUNDING AMOUNTS**

<table>
<thead>
<tr>
<th>Federal Fiscal Year</th>
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*Represents net amount available nationally after a portion of the authorized amount is set aside for Metropolitan Planning

OVERVIEW

Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

ELIGIBILITY

Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State’s freight plan (required in FY 2018 and beyond). [23 U.S.C. 167 (i) (5) (A)] In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects.

fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm
4.1.5 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

**SUMMARY**

**FUNDING SOURCE**
FAST Act § 1109; 23 U.S.C. 133

**FUNDING AMOUNTS**
$139.7 million estimated apportionment to LA County in FY 2020

**FUNDING DISTRIBUTION**
Administered by FHWA with formula allocation to each state and required suballocations to metropolitan areas

**ELIGIBLE ACTIVITIES**
- Highway/ HOV Capital
- Transit Capital (Rail and Bus)
- Paratransit
- Active Transportation Signal Synch/TSM

**ELIGIBLE RECIPIENTS**
Apportioned to states for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

**OVERVIEW**
Flexible funding apportioned to states for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. Federal share is generally 80% and may be higher in certain cases. Funds are apportioned to Metro based on relative population and may be flexed or transferred to the FTA to be used for transit projects. Flexed funds are subject to the guidelines of the FTA program to which they are flexed.

STBG – Local (STBG-L): Metro allocates approximately $31.7 million per year of the federal STBGP funds on a per capita basis to the County of Los Angeles and to each of the 88 jurisdictions in the County. This formula allocation to local jurisdiction is referred to as STBG-Local.

STBG – Regional (STBG-R): STBG – R is the term that refers to STBGP funds excluding STBG – Local

**ELIGIBILITY**
Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways. Replacement, rehabilitation, preservation, protection for bridges and tunnels on any public road. Construction of new bridges and tunnels on a Federal-aid highway. Inspection and evaluation of bridges, tunnels and other highway assets and inspector training. Capital costs for transit projects eligible under chapter 53 of Title 49, including vehicles and facilities used to provide intercity passenger bus service. Carpool projects, fringe and corridor parking facilities and programs including electric and natural gas vehicle charging, bicycle and pedestrian walkways, and Americans with Disabilities Act (ADA) sidewalk modification. Highway and transit safety infrastructure improvements and programs, hazard eliminations, railroad-highway grade crossings. Transportation alternatives. Intersections with high accident rates or levels of congestion. Infrastructure-based ITS capital improvements. Congestion pricing projects and strategies. Recreational trails, construction of ferry boats and terminals. Truck parking facilities. Transportation control measures. Environmental restoration and pollution abatement.

fhwa.dot.gov/fastact/factsheets/stbgfs.cfm
SECTION 4: FEDERAL FUNDS

4.2.1 FTA ADMINISTERED
FTA Section 5307 Urbanized Area Formula Grants

SUMMARY

FUNDING SOURCE
49 U.S.C. Chapter 53, Section 5307

FORMULA GRANTS FOR URBANIZED AREAS (UZA) DESIGNATED BY THE U.S. CENSUS BUREAU FOR PUBLIC TRANSPORTATION CAPITAL INVESTMENTS FROM THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND. ALL PREVENTIVE MAINTENANCE ACTIVITIES ARE CONSIDERED CAPITAL. FTA APPORTIONS FUNDS TO DESIGNATED RECIPIENTS WHICH THEN SUB ALLOCATE FUNDS TO STATE AND LOCAL GOVERNMENTS INCLUDING PUBLIC TRANSPORTATION PROVIDERS. FOR AREAS WITH POPULATIONS OF 200,000 AND MORE, APPORTIONMENT IS BASED ON A COMBINATION OF BUS REVENUE VEHICLE MILES, BUS PASSENGER MILES, FIXED GUIDEWAY REVENUE VEHICLE MILES, AND FIXED GUIDEWAY ROUTE MILES, AS WELL AS POPULATION AND POPULATION DENSITY AND NUMBER OF LOW-INCOME INDIVIDUALS. METRO ALLOCATES 15% ON A DISCRETIONARY BASIS AND 85% BY FORMULA TO ITSELF AND THE NON-METRO OPERATORS.

FUNDING AMOUNTS
$245.9 million to LA County in FY 2020

FUNDING DISTRIBUTION
Funds apportioned by FTA

ELIGIBLE ACTIVITIES
Transit Capital (Rail and Bus) Transit Security Paratransit

ELIGIBLE RECIPIENTS
State and local governments including public transportation providers

OVERVIEW

Formula grants for Urbanized Areas (UZA) designated by the U.S. Census Bureau for public transportation capital investments from the Mass Transit Account of the Highway Trust Fund. All preventive maintenance activities are considered capital. FTA apportions funds to designated recipients which then sub allocate funds to state and local governments including public transportation providers. For areas with populations of 200,000 and more, apportionment is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals. Metro allocates 15% on a discretionary basis and 85% by formula to itself and the non-Metro operators.

ELIGIBILITY

Capital projects, planning, job access and reverse commute (JARC) projects, preventive maintenance and other bus and/or rail capital uses. Transportation enhancements are replaced by more narrowly defined “associated transportation improvements” on which recipients must spend at least one percent. Recipients must spend 1% for transportation security projects. Federal share is 80% for capital assistance and 80% for non-fixed-route paratransit service.

Non-DOT federal funds can be used as match.

transit.dot.gov/funding/grants/urbanized-area-formula-program-fact-sheet-section-5307
4.2.2 FTA SECTION 5309 CAPITAL INVESTMENT GRANTS (NEW STARTS, SMALL STARTS, & CORE CAPACITY)

**SUMMARY**

**FUNDING SOURCE**
49 U.S.C. Chapter 53, Section 5309

**FUNDING AMOUNTS**
$300 million to Metro in FY 2020

**FUNDING DISTRIBUTION**
Apportioned by FTA

**ELIGIBLE RECIPIENTS**
Based on FTA evaluation and rating of project justification and local financial commitment

**ELIGIBLE ACTIVITIES**
Transit Capital (Rail and Bus)

**OVERVIEW**
Discretionary grants funded from the Federal General Fund for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. Grants are based on formal FTA evaluation and rating of project justification and local financial commitment. Multi-year Full Funding Grant Agreement with the FTA is required. Subject to annual Federal budget appropriations. Maximum Federal share is now established at a maximum of 60% for the 5309 share, with up to 80% federal share (generally 49.4% or less to obtain a favorable rating). Before and After studies are required.

**ELIGIBILITY**
New fixed-guideways or extensions to fixed-guideways (projects that operate on a separate right of way exclusively for public transportation or that include a rail or a catenary system), bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, and projects that improve capacity on an existing fixed-guideway system. Core capacity projects that expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today or are expected to be at or above capacity within 5 years.

transit.dot.gov/funding/grant-programs/capital-investments/about-program
4.2.3 FTA SECTION 5310 MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

SUMMARY

FUNDING SOURCE
49 U.S.C. Chapter 53, Section 5310

FUNDING AMOUNTS
$4.5 million to Metro in FY 2020, by formula

FUNDING DISTRIBUTION
Allocated by Metro

ELIGIBLE RECIPIENTS
Private non-profit agencies and specific public bodies

OVERVIEW

The goals of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (“Section 5310”) Program are to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available when public transit is insufficient, inappropriate, or unavailable by: a) exceeding the requirements of the Americans with Disabilities Act (ADA) of 1990; b) improving access to fixed route service and decreasing reliance on complementary paratransit; and c) providing alternatives to public transportation. The Section 5310 program is administered by the Federal Transit Administration (FTA). As the Designated Recipient and consistent with FTA guidelines, Metro allocates funds to eligible applicants as subrecipients for eligible traditional capital, other capital, and operating transportation projects following a competitive process.

ELIGIBILITY

Eligible applicants of Section 5310 Program funds for Traditional Capital Projects are limited to: 1. Private nonprofit (501(c)(3)) organizations; or 2. State or local governmental authorities that: a. Certify that there are no nonprofit organizations readily available in the area to provide the service; or b. Are approved by the state to coordinate services for seniors and/or individuals with disabilities in a particular area.

Eligible applicants of Section 5310 Program funds for Other Capital and Operating projects are limited to: 1. Private nonprofit (501(c)(3)) organizations; 2. State or local governmental authorities; or 3. Operators of public transportation, including private operators of public transportation services, who receive a Section 5310 grant indirectly through a recipient. Private taxi companies that provide shared-ride taxi service to the general public on a regular basis are considered operators of public transportation.

transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310
metro.net/projects/fta5310/
**SUMMARY**

**FUNDING SOURCE**
FAST ACT Section 3011; 49 USC 5337

**FUNDING AMOUNTS**
$94.0 million to LA County in FY 2020, by formula plus unexpended prior appropriations

**FUNDING DISTRIBUTION**
Administered by FTA

**ELIGIBLE ACTIVITIES**
- Transit Capital (Rail and Bus)
- Bus Operations
- Rail Operations

**ELIGIBLE RECIPIENTS**
Urbanized areas of 200,000 or more population with fixed guideway systems that have been in operation for at least seven years

**OVERVIEW**
The State of Good Repair grant program uses the High Intensity Fixed Guideway Formula (replaces the prior Fixed Guideway Modernization Program). Formula program allocated to urbanized areas of 200,000 or more population with fixed guideway systems that have been in operation for at least seven years. Fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way or rails. Allocation is 50% to those systems that received Fixed Guideway funds in FFY 2011, based 60% on vehicle revenue miles and 40% on directional route miles. The remaining 50% is apportioned to systems based on 60% revenue vehicle miles and 40% directional route miles, counting only those miles in revenue service for at least 7 years. Federal share is 80%. A grant recipient’s share is not reduced by more than 0.25 percentage points from previous year.

**ELIGIBILITY**
Capital projects to maintain public transportation systems in a state of good repair on existing fixed guideway systems using and occupying a separate right of way for the exclusive use of public transportation, using rail, using a fixed catenary system, for passenger ferry systems, or for bus rapid transit systems in which the majority of each line operates in a separated right of way dedicated for public transportation use not shared during peak periods. Replace and rehabilitate rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, and operational support equipment including computer hardware and software. Recipients must have a Transit Asset Management Plan.
**SECTION 4: FEDERAL FUNDS**

### 4.2.5 FTA SECTION 5337 STATE OF GOOD REPAIR GRANTS 5337 (D) (HIGH INTENSITY MOTORBUS)

**SUMMARY**

**FUNDING SOURCE**
49 U.S.C. Section 5337; FAST Section 3015

**FUNDING AMOUNTS**
$5.9 million to LA County in FY 2020, by formula

**FUNDING DISTRIBUTION**
Administered by FTA

**ELIGIBLE RECIPIENTS**
Urbanized areas of 200,000 or more population operating buses in HOV lanes for at least seven years

**OVERVIEW**

**Apportionments:** 60% based on revenue miles; 40% based on route miles of buses operating on lanes not reserved for public transportation vehicles. Formula program allocated to urbanized areas of 200,000 or more population operating buses in HOV lanes for at least seven years. High Intensity Motor Bus (HIMB) refers to transit service provided on a facility with access for other high-occupancy vehicles. Federal share is 80%.

49 U.S.C. Section 5337 / FAST Section 3015

**ELIGIBILITY**

Systems providing public transportation service on a facility with access for other high-occupancy vehicles. Capital projects to maintain state of good repair on buses and bus facilities. Cannot be used for rail projects. The FAST Act clarified that HIMB tier funds are to be used only for vehicle state of good repair costs and may not be used for roadway state of good repair costs.

4.2.6 FTA SECTION 5339 BUS AND BUS FACILITIES FORMULA GRANTS

SUMMARY

**FUNDING SOURCE**
49 U.S.C. Section 5339 / FAST Act Section 3017

**FUNDING AMOUNTS**
$22 million reimbursed to LA County in FY 2020, by formula and discretionary grants

**FUNDING DISTRIBUTION**
Administered by FTA

**ELIGIBLE ACTIVITIES**
- Bus Operations
- Transit Capital (Rail and Bus)
- TDM (bikeshare, vanpool, etc.)

**ELIGIBLE RECIPIENTS**
Fixed route bus service operators

OVERVIEW

Formula funds totaling $90.5 million will be allocated, with each state receiving $1.75 million and each territory receiving $500,000. Remaining formula based on population, vehicles revenue miles and passenger miles. Federal share is 80%. Replaces the previous Section 5309 Bus and Bus Facilities Program. Competitive funds are available for bus and bus facilities based on asset age and condition (subprogram b), and a low or no emissions vehicle program (subprogram c). FTA announces the competitive grant availability through posting of a notice of funding opportunity.

ELIGIBILITY

Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Bus Discretionary Program re-established (5339(b)), with set-aside for Low or No Emission Bus Deployment competition.

Funds available for three years after the fiscal year in which the amount is apportioned.

transit.dot.gov/funding/grants/bus-and-bus-facilities-factsheet-section-5339
Half of the funds are made available under the Growing States factors and are apportioned based on state population forecasts for 15 years beyond the most recent census. Allocated to urbanized and rural areas based on the state’s urban/rural population ratio. The High-Density States factors distribute the other half of the funds to states with population densities greater than 370 people per square mile and are apportioned only to urbanized areas within those states. High Density factors do not apply to California since its population density of 217 people per square mile is less than 370.

Combined with FTA Section 5307 urbanized area formula and FTA Section 5311 rural formula funds for national distribution.
Replaces the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grants program. Like TIGER, BUILD is a competitive grant program for surface transportation infrastructure projects that will have a significant local or regional impact. No more than $90 million may be awarded to a single state. Grants may be not less than $5 million for projects located in urban areas and the maximum award for all projects is $25 million. The maximum Federal share of a cost is 80% for a project in an urban area.

Eligible activities include:
- Highway/HOV Capital
- Transit Capital (Rail and Bus)
- Active Transportation

Eligible recipients are surface transportation capital projects that will have a significant local or regional impact.

OVERVIEW

FUNDING SOURCE
BUILD discretionary grant; 23 USC

FUNDING AMOUNTS
$900 million awarded nationwide (Federal FY 2019)

FUNDING DISTRIBUTION
Administered by DOT

ELIGIBLE RECIPIENTS
Surface transportation capital projects that will have a significant local or regional impact.

ELIGIBILITY

Highway, bridge, or other road projects eligible under USC title 23; public transportation projects eligible under chapter 53 of USC title 49; passenger and freight rail transportation projects; port infrastructure investments; intermodal projects. Activities eligible for funding under BUILD Transportation Planning Grants are related to the planning, preparation, or design – including environmental analysis, feasibility studies, and other pre-construction activities – of surface transportation projects. Research, demonstration, or pilot projects are eligible only if they will result in long term, permanent surface transportation infrastructure that has an independent utility. Applications from lead applicant agencies are limited to three projects.

transportation.gov/BUILDgrants
**SECTION 4: FEDERAL FUNDS**

### 4.3.2 INTELLIGENT TRANSPORTATION SYSTEMS (ITS) RESEARCH AND DEVELOPMENT PROGRAM

**SUMMARY**

**FUNDING SOURCE**

FAST Act § 6002, 6005-6010; 23 U.S.C. 512-519

**FUNDING DISTRIBUTION**

Administered by DOT

**ELIGIBLE RECIPIENTS**

Local transportation agencies

**FUNDING AMOUNTS**

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<tr>
<th>Federal Fiscal Year</th>
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<th>2017</th>
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</table>

*Represents net amount available nationally

**OVERVIEW**

Guided by the required five-year ITS Strategic Plan, the program is currently focused on significantly reducing crashes through advanced safety systems based on interoperable wireless communications among surface transportation vehicles of all types, traffic signals, other infrastructure systems, pedestrians, wireless devices, and automated vehicle systems. Federal share is 80%.

**ELIGIBILITY**

Intelligent transportation system research, development and operational tests of intelligent vehicles and intelligent infrastructure systems, and enhancement of the national freight system.

fhwa.dot.gov/fastact/factsheets/itsprogramfs.cfm
SUMMARY

FUNDING SOURCE
FAST Act 1105; 23 USC 117

FUNDING DISTRIBUTION
Administered by DOT

ELIGIBLE RECIPIENTS
Highway and freight projects of national or regional significance

FUNDING AMOUNTS

<table>
<thead>
<tr>
<th>Federal Fiscal Year</th>
<th>2016</th>
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*Represents net amount available nationally

OVERVIEW

Under the FAST Act, the Nationally Significant Freight and Highway Projects (NSFHP) program was established to provide financial assistance through competitive grants, known as FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) grants, to significant freight and highway projects across the nation. In 2017, US DOT rebranded FASTLANE grants as INFRA (Infrastructure for Rebuilding America) grants, with grant program objectives still in effect: improve the safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in global economic competitiveness of the U.S; reduce highway congestion and bottlenecks; improve connectivity between modes of freight transportation; enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; and address the impact of population growth on the movement of people and freight.

ELIGIBILITY

Freight projects (highway, intermodal, or freight rail) on the National Highway Freight Network; projects within the boundary of a public/private freight rail, ports, or intermodal facility that will facilitate intermodal interchange, transfer, or access into or out of the facilities; highway or bridge projects on the National Highway System; and railway-highway grade crossing or grade separation projects. An INFRA grant may not exceed 60% of the total eligible project costs. An additional 20% of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80%. For a larger project (project cost exceeding $100 million), an INFRA grant must be at least $25 million. For a smaller project, the grant must be at least $5 million.

transportation.gov/buildamerica/infragrants
fhwa.dot.gov/fastact/factsheets/infragrantsfs.cfm
This program provides direct loans and loan guarantees for eligible projects. DOT is authorized to utilize up to $35.0 billion, with $7.0 billion reserved for projects benefiting freight railroads other than Class I carriers. Loan agreements totaling $6.3 billion have been executed through December 2019. Direct loans can fund up to 100% of a project, payable over a period up to 35 years with interest rates equal to the cost of borrowing to the Federal government. Can finance Transit Oriented Development (TOD) through December 2019. May be extended in re-authorization.

transportation.gov/buildamerica/programs-services/rrif
**SUMMARY**

**FUNDING SOURCE**
FAST Act Section 2002, 23 USC 601-609

**FUNDING DISTRIBUTION**
Administered by DOT

**ELIGIBLE RECIPIENTS**
Eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, and intermodal freight-transfer facilities on terms acceptable to USDOT

**ELIGIBLE ACTIVITIES**
- Highway/ HOV Capital
- Transit Capital (Rail and Bus)
- Goods Movement

**FUNDING AMOUNTS**

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<th>Year</th>
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* Funding amount for TIFIA credit charge, and not the lending capacity of the program. Represents net amount available nationally.

**OVERVIEW**

The TIFIA program provides Federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, and intermodal freight-transfer facilities on terms acceptable to USDOT. There is a rolling application process with significant requirements. The three types of credit assistance are secured loans, loan guarantees, or lines of credit to fill market gaps and leverage substantial private co-investment by providing supplemental or subordinate debt. The loans are repaid through dedicated revenue sources that secure the project obligations. Repayment must begin by five years after substantial completion of the project. Loans must be fully repaid within 35 years after the project's substantial completion. The loan program provides relatively lower cost financing, as the interest rate is tied to US Treasuries, and principal and interest payments are deferred.

**ELIGIBILITY**

Projects eligible for assistance under USC title 23 or chapter 53 of USC title 49, international bridges and tunnels, intercity passenger bus and rail facilities and vehicles, public freight rail projects, private freight rail projects that provide public benefit for highway users, and modification projects to facilitate transfer and access into and out of a port. A TIFIA line of credit may cover up to 33% of the total project cost. TIFIA loans may cover up to 49% of the total project cost but have typically covered 33%.

Total Federal assistance (grants and loans) may not exceed 80%. TIFIA loans also have substantial credit approval and ongoing reporting requirements.

transportation.gov/buildamerica/programs-services/tifia

fhwa.dot.gov/fastact/factsheets/tifiafs.pdf
This appendix provides brief information on other funding sources available for transportation projects and programs.

<table>
<thead>
<tr>
<th>FUNDING SOURCE OR PROGRAM</th>
<th>FUNDING</th>
<th>DESCRIPTION</th>
<th>PROGRAMMED OR ADMINISTERED BY</th>
</tr>
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<tbody>
<tr>
<td>Service Authority for Freeway Emergencies (SAFE)</td>
<td>$30 million per year</td>
<td>Funded by HOV Fines, SB 1, and SB 1199 funds. Metro programs these funds for Emergency call box operation and maintenance, Freeway Service Patrol, motorist aid.</td>
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<tr>
<td>Interest Earnings</td>
<td>Varies</td>
<td>Interest earned by Metro on the four local sales tax funds and TDA funds. Allocated at discretion of Metro Board through annual budget or specific action. If Prop A, C, and TDA are allocated to Metro Operations, Municipal Operators receive their share according to the Formula Allocation Procedure.</td>
<td>Metro</td>
</tr>
<tr>
<td>Lease Revenues</td>
<td>$15.2 million, discretionary</td>
<td>Income from leases and rentals of Metro property. Program Eligibility: Property management, joint development projects, economic development, other projects allocated through the annual Metro budget.</td>
<td>Metro</td>
</tr>
<tr>
<td>Local Agency Match Funds</td>
<td>Varies</td>
<td>For projects awarded regional funds through the Metro Call for Projects, local agency recipients are generally required to provide, from their direct funds (including their Local Return funds allocated by Metro), usually 20%-35% of the project’s cost. Cities are also required to contribute 5% of total project cost to Measure R and M Transit projects in their jurisdictions.</td>
<td>Local Agencies</td>
</tr>
<tr>
<td>Miscellaneous Metro Revenues</td>
<td>$12.6 million, discretionary</td>
<td>Fees collected by Metro for advertising, parking, vending revenues, transit court and other miscellaneous revenues. Includes Metro bike share program revenues. Bus Operations, Rail Operations, Active Transportation, Transit Capital.</td>
<td>Metro</td>
</tr>
<tr>
<td>Carl Moyer Memorial Air Quality Standards Attainment Program</td>
<td>(variable) discretionary</td>
<td>Awarded by South Coast Air Quality Management District (SCAQMD) for projects to purchase clean fuel heavy vehicles and retrofitting of older diesel engines. AB 923 (2004) includes agricultural sources of air pollution and light-duty trucks in the program. Applicant’s projects must meet SCAQMD cost effectiveness limits.</td>
<td>SCAQMD</td>
</tr>
<tr>
<td>Environmental Enhancement &amp; Mitigation Program (EEMP)</td>
<td>$1.3 million, discretionary; $7 million statewide</td>
<td>Projects that mitigate the negative environmental effects, over and above that required, of transportation facilities modified or constructed in 1990 or later. Grants are generally limited to $500,000. Additional scoring points are given for matching funds which otherwise are not required. Any local, state, federal, or non-profit entity may apply.</td>
<td>Caltrans</td>
</tr>
<tr>
<td>Affordable Housing and Sustainable Communities (AHSC)</td>
<td>20% of GGRF annually discretionary</td>
<td>Supports the reduction of GHG emissions by improving mobility options and increasing infill developments, which decrease vehicle miles traveled and associated greenhouse gas and other emissions, and by reducing land conversions that result in emissions of greenhouse gases. Projects in the following areas: Active transportation/complete streets, Agricultural land preservation, Intermodal affordable housing, Local planning and implementation, Transit capital projects, Transit-oriented development, Infill development.</td>
<td>Strategic Growth Council (SGC)</td>
</tr>
<tr>
<td>Petroleum Violation Escrow Account (PVEA)</td>
<td>(variable) discretionary</td>
<td>Nationwide refunds for price overcharges on crude oil and refined petroleum products during the period from September 1973 through January 1981 held in escrow by the U.S. Department of Energy. Although match is not required, PVEA funds must supplement funds already available for the project. Can be used as match for other Federal funds. There are strict mandatory reporting requirements. Local jurisdictions may apply for projects that save or reduce energy and demonstrate near-term direct quantifiable results. Local agencies should contact their local State Legislator to request allocation legislation. Projects must be proposed to the California Energy Commission and approved by the U. S. Department of Energy. See Caltrans Local Assistance Program Guidelines, Chapter 22.</td>
<td>U. S. Department of Energy</td>
</tr>
<tr>
<td>Funding Source or Program</td>
<td>Funding</td>
<td>Description</td>
<td>Programmed or Administered By</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>--------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Public Utilities Commission Separation Program</td>
<td>Discretionary</td>
<td>A State funding program to help local agencies finance the high costs of grade separating highway-rail crossings. In general, allocations are limited to $5 million each fiscal year per project or 80 percent of the project cost not to exceed $20 million, whichever is less. There is also a minimum match requirement of 10 percent non-State and 10 percent railroad; however when Federal funds (Title 23) are part of the project budget, then the railroad match can be 5 percent. California Public Utilities Commission establishes a funding priority list of grade crossing projects most urgently in need of separation or alteration. Highway-rail grade-separated crossings nominated by a city, county or public entity providing passenger rail services. <a href="http://www.cpuc.ca.gov/PUC/safety/Rail">http://www.cpuc.ca.gov/PUC/safety/Rail</a>. For at-grade crossing improvements, please refer to the Section 130 Program.</td>
<td>Public Utilities Commission</td>
</tr>
<tr>
<td>Emergency Relief Program</td>
<td>$100 million nationwide for FFY 2020</td>
<td>Provides funds for emergency repairs and permanent repairs on Federal-aid highways that have suffered serious damage as a result of natural disasters or catastrophic failures. Some transit projects are eligible. FAST Act §§ 1107 &amp; 1408(b); 23 U.S.C. 120(e) &amp; 125</td>
<td>Caltrans and State Office of Emergency Services</td>
</tr>
<tr>
<td>Federal Lands Transportation Program</td>
<td>$375 million nationwide for FFY 2020</td>
<td>For highways, roads, parkways, and transit facilities that provide access to or within public lands, national parks, and Indian reservations. FAST ACT Section 1119; 23 USC 202, 203, 204</td>
<td>Caltrans</td>
</tr>
<tr>
<td>Ferry Boats and Ferry Terminal Facilities</td>
<td>$80 million nationwide for FFY 2020</td>
<td>Construction of ferry boats and ferry terminal facilities. The operating authority shall be under control of the State or other public entity. FAST Act § 1112; 23 U.S.C. 147</td>
<td>FHWA</td>
</tr>
<tr>
<td>National Highway Performance Program</td>
<td>$2,424 million nationwide for FFY 2020</td>
<td>Support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. Some transit projects are eligible. FAST Act § 1106; 23 U.S.C. 119</td>
<td>Caltrans</td>
</tr>
<tr>
<td>Railroad/ Highway Crossings</td>
<td>$245 million nationwide for FFY 2020</td>
<td>To reduce the number of fatalities, injuries, and crashes at public highway-rail grade crossings. Projects are focused on at-grade crossings. Funded from a set-aside from the Highway Safety Improvement Program. Apportioned to states based 50% on STP formula factors and 50% on number of public highway-railway crossings. Federal share is 90%. Fifty percent of each state's apportionment must be used for installation of protective devices at crossings. FAST Act §§ 1108, 1412; 23 U.S.C. 130. For grade separation crossing improvements, please refer to the Public Utilities Commission Grade Separation Program.</td>
<td>Caltrans</td>
</tr>
<tr>
<td>State Highway Account for Caltrans Operations</td>
<td>$174 million per year</td>
<td>Distributed to Caltrans District 7 for Highway/HOV projects and administrative costs.</td>
<td>Caltrans</td>
</tr>
</tbody>
</table>
## APPENDIX 2 – ACRONYMS USED IN THIS GUIDE

See [fhwa.dot.gov/planning/glossary](https://fhwa.dot.gov/planning/glossary) for additional acronyms and glossary.

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>Assembly Bill</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>AHSC</td>
<td>Affordable Housing Sustainable Communities</td>
</tr>
<tr>
<td>AT</td>
<td>Active Transportation</td>
</tr>
<tr>
<td>Caltrans</td>
<td>California Department of Transportation</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
</tr>
<tr>
<td>COP</td>
<td>Certificate of Participation</td>
</tr>
<tr>
<td>CP</td>
<td>Commercial Paper</td>
</tr>
<tr>
<td>CPI</td>
<td>Consumer Price Index</td>
</tr>
<tr>
<td>CTC</td>
<td>California Transportation Commission</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation (U.S.)</td>
</tr>
<tr>
<td>EEMP</td>
<td>Environmental Enhancement &amp; Mitigation Program</td>
</tr>
<tr>
<td>FA</td>
<td>Funding Agreement</td>
</tr>
<tr>
<td>FAP</td>
<td>Formula Allocation Procedure</td>
</tr>
<tr>
<td>FAST Act</td>
<td>Fixing America’s Surface Transportation Act</td>
</tr>
<tr>
<td>FFY</td>
<td>Federal Fiscal Year (ending Sept. 30)</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal Year (ending June 30)</td>
</tr>
<tr>
<td>GHG</td>
<td>Greenhouse Gases Fund (Cap and Trade)</td>
</tr>
<tr>
<td>HIMB</td>
<td>High Intensity Motor Bus</td>
</tr>
<tr>
<td>HOT</td>
<td>High Occupancy Toll</td>
</tr>
<tr>
<td>PUC</td>
<td>Public Utilities Code; Public Utilities Commission</td>
</tr>
<tr>
<td>PVEA</td>
<td>Petroleum Violation Escrow Account</td>
</tr>
<tr>
<td>R/W or ROW</td>
<td>Right of Way</td>
</tr>
<tr>
<td>RIP</td>
<td>Regional Improvement Program</td>
</tr>
<tr>
<td>RTPA</td>
<td>Regional Transportation Planning Agency</td>
</tr>
<tr>
<td>SAFE</td>
<td>Service Authority for Freeway Emergencies</td>
</tr>
<tr>
<td>SB</td>
<td>Senate Bill</td>
</tr>
<tr>
<td>SCAG</td>
<td>Southern California Association of Governments</td>
</tr>
<tr>
<td>SCAQMD</td>
<td>South Coast Air Quality Management District</td>
</tr>
<tr>
<td>SCRRA</td>
<td>Southern California Regional Rail Authority (Metrolink)</td>
</tr>
<tr>
<td>SHA</td>
<td>State Highway Account</td>
</tr>
<tr>
<td>SHOPP</td>
<td>State Highway Operation and Protection Program</td>
</tr>
<tr>
<td>SIB</td>
<td>State Infrastructure Bank</td>
</tr>
<tr>
<td>STA</td>
<td>State Transit Assistance</td>
</tr>
<tr>
<td>STIP</td>
<td>State Transportation Improvement Program</td>
</tr>
<tr>
<td>SOV</td>
<td>Single Occupancy Vehicles</td>
</tr>
<tr>
<td>STBGP</td>
<td>Surface Transportation Block Grant Program</td>
</tr>
<tr>
<td>STP-L</td>
<td>Surface Transportation Program - Local</td>
</tr>
<tr>
<td>TAP</td>
<td>Transportation Alternatives Program</td>
</tr>
<tr>
<td>TCIF</td>
<td>Trade Corridors Improvement Fund (Prop 1B)</td>
</tr>
</tbody>
</table>
## APPENDIX 3 – TIMELY USE OF FUNDS BY SOURCE

### Disclosure on Usage:
This chart is intended for comparative purposes only. Actual guidelines for funding sources may change. The user is cautioned to check up-to-date guideline information for each fund source and not rely solely on this document.

<table>
<thead>
<tr>
<th>FUNDING SOURCE</th>
<th>OBLIGATION AUTHORITY (OA)/ (ANNUAL FEDERAL LIMIT)/ STATE FUNDING ALLOCATION</th>
<th>OBLIGATE (FEDERAL FUNDS), ENCUMBER STATE, &amp; SPEND LOCAL</th>
<th>SUPPORTING DOCUMENTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prop A 25% - Local Return</td>
<td>Not Applicable</td>
<td>Year of allocation plus 3 years</td>
<td>Metro Proposition A Local Return Guidelines</td>
</tr>
<tr>
<td>Prop A 35% - Rail Development</td>
<td>Not Applicable</td>
<td>Indefinitely</td>
<td>Proposition A Ordinance</td>
</tr>
<tr>
<td>Prop A 40% - Discretionary Grant Program</td>
<td>Not Applicable</td>
<td>3 years</td>
<td>Metro Formula Allocation Procedure &amp; Proposition A 5% of 40% Incentive Guidelines</td>
</tr>
<tr>
<td>Prop C 5% - Security</td>
<td>Not Applicable</td>
<td>3 years</td>
<td>Metro Formula Allocation Procedure</td>
</tr>
<tr>
<td>Prop C 10% - Commuter Rail &amp; Transit Centers</td>
<td>Not Applicable</td>
<td>36 months</td>
<td>Metro Proposition C Ordinance, Funding Agreement</td>
</tr>
<tr>
<td>Prop C 20% - Local Return</td>
<td>Not Applicable</td>
<td>Year of allocation plus 3 years</td>
<td>Metro Proposition C Local Return Guidelines, Funding Agreement</td>
</tr>
<tr>
<td>Prop C 25% - Transit-Related Highway Improvement</td>
<td>Not Applicable</td>
<td>36 months</td>
<td>Metro Proposition C Ordinance, Funding Agreement</td>
</tr>
<tr>
<td>Prop C 40% - Discretionary</td>
<td>Not Applicable</td>
<td>36 months</td>
<td>Metro Proposition C Ordinance, Funding Agreement</td>
</tr>
<tr>
<td>General Fund Revenue</td>
<td>Not Applicable</td>
<td>No restrictions on timely use</td>
<td>No legislative restrictions</td>
</tr>
<tr>
<td>Measure M (General)</td>
<td>Varies, see Measure M Guidelines</td>
<td>Varies, see Measure M Guidelines</td>
<td>Metro Measure M Guidelines and Admin Procedures</td>
</tr>
<tr>
<td>Measure R (General)</td>
<td>90 days or by December 31st of the first fiscal year the funds were programmed</td>
<td>5 years (60 months) from July 1st of the fiscal year the funds were programmed</td>
<td>Metro Measure R Guidelines, Funding Agreement</td>
</tr>
<tr>
<td><strong>State</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Transportation Program (ATP)</td>
<td>Within the fiscal year or 12 month extension period</td>
<td>6 months after allocation</td>
<td>2019 ATP (Cycle 4) Guidelines</td>
</tr>
<tr>
<td>Air Quality Vehicle Registration Fee</td>
<td>Indefinitely</td>
<td>2 years</td>
<td>Policy guidelines by South Coast Air Quality Management District (SCAQMD)</td>
</tr>
<tr>
<td>Carl Moyer Memorial Air Quality Standards Attainment Program</td>
<td>Eighteen months</td>
<td>2 years after obligation</td>
<td>California Environmental Protection Agency’s Air Resources Board</td>
</tr>
<tr>
<td>Environmental Enhancement and Mitigation Program (EEMP)</td>
<td>Not Applicable</td>
<td>Not applicable</td>
<td>California Natural Resources Agency, ATP Guidelines and Caltrans</td>
</tr>
<tr>
<td>Greenhouse Gas Reduction Fund (Cap and Trade)</td>
<td>See included programs below</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Affordable Housing and Sustainable Communities (AHSC)</td>
<td>Available for encumbrance up to 18 months post Notice of Availability (NoA)</td>
<td>Disbursement deadline 4 years after NoA</td>
<td>Current year budget act; Strategic Growth Council’s Affordable Housing and Sustainable Communities Program Guidelines</td>
</tr>
<tr>
<td>Low Carbon Transit Operations Program (LCTOP)</td>
<td>Continuous appropriation; funds released 6 mos. after NoA</td>
<td>N/A</td>
<td>California State Transportation Agency’s Low Carbon Transit Operations Program Guidelines</td>
</tr>
<tr>
<td>Low Carbon Transportation Program</td>
<td>N/A</td>
<td>N/A</td>
<td>Current year budget act; California Environmental Protection Agency Air Resources Board’s Air Quality Improvement Program Funding Plan</td>
</tr>
<tr>
<td>Funding Source</td>
<td>Obligation Authority (OA)/ (Annual Federal Limit)/ State Funding Allocation</td>
<td>Obligate (Federal Funds), Encumber State, &amp; Spend Local</td>
<td>Supporting Documentation</td>
</tr>
<tr>
<td>----------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>Transit and Intercity Rail Capital Program (TIRCP)</td>
<td>Allocation in FY of programming</td>
<td>Valid for award for 6 months after allocation; 36 months to complete contract</td>
<td>Current year budget act; California State Transportation Agency's Transit and Intercity Rail Capital program Guidelines</td>
</tr>
<tr>
<td>Petroleum Violation Escrow Account (PVEA)</td>
<td>Varies, based on the individual contracts between the California Energy Commission and contractors</td>
<td>Not Applicable</td>
<td>Policy guidelines by California Energy Commission</td>
</tr>
<tr>
<td>State Transportation Improvement Program (STIP) - Preliminary Engineering (PE)</td>
<td>Available for allocation until the end of the fiscal year identified in STIP or up to a 20 months extension period</td>
<td>Six (6) months after allocation or up to 2 month extension</td>
<td>STIP Guidelines - funds commonly called Regional Improvement Program (RIP) funds and include federal funds, STIP Letter of Agreement (LOA), if applicable</td>
</tr>
<tr>
<td>State Transportation Improvement Program (STIP) - Right of Way (R/W)</td>
<td>Same as above</td>
<td>Same as above</td>
<td>STIP Guidelines STIP Letter of Agreement (LOA) if applicable</td>
</tr>
<tr>
<td>State Transportation Improvement Program (STIP) - Construction</td>
<td>Available for allocation until the end of the fiscal year identified in STIP; funds allocated must be encumbered (by the award of a contract) within 6 months of the date of the allocation or up to 20 months extension period</td>
<td>A contract must be awarded within six months of allocation. Three years to spend funds after construction contract is awarded, additional 180 days after construction completion to make final payment or invoice Caltrans</td>
<td>STIP Guidelines STIP Letter of Agreement (LOA) if applicable</td>
</tr>
</tbody>
</table>

**Federal**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Obligation Authority (OA)/ (Annual Federal Limit)/ State Funding Allocation</th>
<th>Obligate (Federal Funds), Encumber State, &amp; Spend Local</th>
<th>Supporting Documentation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</td>
<td>1 year to use obligation authority from start of fiscal year of appropriation</td>
<td>4 federal fiscal years including the federal fiscal year apportioned. State reduces to 3 years per AB 1012</td>
<td>CTC AB 1012 guidelines and legislation, Metro Call for Projects Letter of Agreement (LOA) if funds assigned</td>
</tr>
<tr>
<td>Surface Transportation Program Local (STPL)</td>
<td>1 year to use obligation authority from start of fiscal year of appropriation</td>
<td>4 federal fiscal years including the federal fiscal year apportioned. State reduces to 3 years per AB 1012</td>
<td>Metro Lapsing Policy</td>
</tr>
<tr>
<td>Section 5307 - Urban Formula Bus Capital/Preventive Maintenance Operations</td>
<td>1 year to use obligation authority from start of fiscal year of appropriation excluding General Fund revenue in Transit Account</td>
<td>4 years (includes year of appropriation)</td>
<td>US Code Title 49 Section 5307</td>
</tr>
<tr>
<td>Section 5309 – Capital Investment Grants (New Starts) discretionary</td>
<td>Same as above</td>
<td>3 years (includes year of appropriation)</td>
<td>US Code Title 49 Section 5309 and Annual Allocation Availability Notice by FTA</td>
</tr>
<tr>
<td>Section 5337 - Fixed Guideway Formula</td>
<td>Same as above</td>
<td>4 years (includes year of appropriation)</td>
<td>US Code Title 49 Section 5309 and Section 5337 (d), and Annual Allocation Availability Notice by FTA</td>
</tr>
<tr>
<td>Section 5339 - Bus/Bus Facilities discretionary</td>
<td>Same as above</td>
<td>3 years (includes year of appropriation)</td>
<td>US Code Title 49 Section 5309 and Annual Allocation Availability Notice by FTA</td>
</tr>
</tbody>
</table>
APPENDIX 4 – FEDERAL AND STATE PROCESSES

See www.fhwa.dot.gov/planning/glossary for additional acronyms and glossary.

FEDERAL FUNDS:
Transportation Annual Appropriations → Obligation Authority → Allocation Process → Obligation (grant award) → Expenditure (Apportionment/Allocation fund amounts) (Annual limitation established) (Formula amounts/discretionary notice)

STATE FUNDS:
Budgeting → Programming → Allocation → Encumbrance → Expenditure

FEDERAL DEFINITIONS
Authorization: Legislation, usually multi-year, that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is FAST Act.
Appropriations: Annually, Congress develops a bill approving funding levels for transit and highway programs. The funding levels can be project specific, program specific, or state specific – whichever is applicable.
Obligation Authority: Amount of funds the federal highway trust fund is allowed to obligate in any federal fiscal year.
Apportionment: Statutorily prescribed division or assignment of funds based on formulas in the law; consists of dividing authorized obligation authority for a specific program among the states.
Allocation Process: Identifying exact share of appropriations or allocations that are to be awarded to individual user, program or project.
Obligation: Funding is set aside for a program or project when the grant is awarded by FTA or FHWA for a specific purpose.
Expenditure: Spending the funds on the project or program.

STATE DEFINITIONS
Budgeting: The state legislature develops a bill that approves funding levels for programs. The funding levels can be project specific, program specific, or county specific – whichever is applicable.
Programming: Entering specific projects and funding amounts into the Statewide Transportation Improvement Program (STIP), the Local Partnership Program, and the Federal Transportation Improvement Program (FTIP), as well as awarding projects under SB-1 discretionary programs.
Allocation: Approving specific projects to move forward to implementation by the CTC or concurrence with state project readiness regulations by Caltrans.
Award: The notification to a bidder that his offer, or a negotiated proposal, has been accepted. This award establishes a legal obligation between the parties.
Encumbrances: Funds are set aside where goods or services have not yet been received.
Expenditures: Spending the funds.
## APPENDIX 5 – MEASURE R EXPENDITURE PLAN

Attachment A to Ordinance #08-01, which was approved by the voters in November 2008.

<table>
<thead>
<tr>
<th>SUBFUND</th>
<th>PROGRAM</th>
<th>% OF SALES TAX (NET OF ADMINISTRATION)</th>
<th>FIRST YEAR AMOUNT</th>
<th>10-YEAR AMOUNT</th>
<th>30-YEAR AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Capital</td>
<td>New Rail and/or Bus Rapid Transit Capital Projects – project definition depends on final environmental review process</td>
<td>35%</td>
<td>$241</td>
<td>$2,930</td>
<td>$13,790</td>
</tr>
<tr>
<td>Transit Capital</td>
<td>Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)</td>
<td>3%</td>
<td>$21</td>
<td>$251</td>
<td>$1,182</td>
</tr>
<tr>
<td>Transit Capital</td>
<td>Metro Rail Capital – System Improvements, Rail Yards, and Rail Cars</td>
<td>2%</td>
<td>$14</td>
<td>$167</td>
<td>$788</td>
</tr>
<tr>
<td>Highway Capital</td>
<td>Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls</td>
<td>20%</td>
<td>$138</td>
<td>$1,675</td>
<td>$7,880</td>
</tr>
<tr>
<td>Operations</td>
<td>Rail Operations (New Transit Project Operations and Maintenance)</td>
<td>5%</td>
<td>$34</td>
<td>$419</td>
<td>$1,970</td>
</tr>
<tr>
<td>Operations</td>
<td>Bus Operations (Countrywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro’s Formula Allocation Procedure share of this subfund.)</td>
<td>20%</td>
<td>$138</td>
<td>$1,675</td>
<td>$7,880</td>
</tr>
<tr>
<td>Local Return</td>
<td>Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit. (Local Return to the Incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area of the County on a Per Capita Basis.)</td>
<td>15%</td>
<td>$103</td>
<td>$1,236</td>
<td>$5,910</td>
</tr>
<tr>
<td><strong>TOTAL PROGRAMS</strong></td>
<td></td>
<td><strong>100%</strong></td>
<td><strong>$689</strong></td>
<td><strong>$8,373</strong></td>
<td><strong>$39,400</strong></td>
</tr>
<tr>
<td>1.5% for Administration</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$700</strong></td>
<td><strong>$8,500</strong></td>
<td><strong>$40,000</strong></td>
</tr>
<tr>
<td>FOR REF</td>
<td>SUBFUND</td>
<td>POTENTIAL PROJECT IN ALPHABETICAL ORDER BY CATEGORY (PROJECT DEFINITION DEPENDS ON FINAL ENVIRONMENTAL PROCESS)</td>
<td>COST EST</td>
<td>MIN</td>
<td>ADDTL</td>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>---------</td>
<td>-----</td>
<td>-------</td>
</tr>
<tr>
<td>1</td>
<td></td>
<td><em>Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in undesignated corridors.</em></td>
<td></td>
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</tr>
<tr>
<td>2</td>
<td></td>
<td>Escalated $</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Eastside Light Rail Access (Gold Line)</td>
<td>$30</td>
<td>$30</td>
<td>-</td>
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<tr>
<td>4</td>
<td></td>
<td>Exposition Boulevard Light Rail Transit</td>
<td>$1,632</td>
<td>$925</td>
<td>-</td>
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<tr>
<td>5</td>
<td></td>
<td>Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro’s share to be used for clean fuel buses)</td>
<td>$150</td>
<td>$150</td>
<td>-</td>
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<tr>
<td>6</td>
<td></td>
<td>Regional Connector (links local rail lines)</td>
<td>$1,320</td>
<td>$160</td>
<td>-</td>
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<tr>
<td>7</td>
<td></td>
<td>Current 2008 $</td>
<td></td>
<td></td>
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<td>8</td>
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<td>Crenshaw Transit Corridor project acceleration</td>
<td>$1,470</td>
<td>$235.5</td>
<td>$971.5</td>
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<td>9</td>
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<td>Gold Line Eastside Extension</td>
<td>$1,310</td>
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<td>$1,271</td>
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<td>Gold Line Football Light Rail Transit Extension</td>
<td>$758</td>
<td>$735</td>
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<td>11</td>
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<td>Green Line Extension to Los Angeles International Airport</td>
<td>$200</td>
<td>-</td>
<td>$200</td>
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<tr>
<td>12</td>
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<td>Green Line Extension: Redondo Beach Station to South Bay Corridor</td>
<td>$280</td>
<td>-</td>
<td>$272</td>
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<td>13</td>
<td></td>
<td>San Fernando Valley I-405 Corridor Connection (Match to total project cost)</td>
<td>TBD</td>
<td>-</td>
<td>$1,000</td>
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<tr>
<td>14</td>
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<td>San Fernando Valley North-South Rapidways – project acceleration</td>
<td>$188</td>
<td>$32</td>
<td>$150</td>
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<td>15</td>
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<td>San Fernando Valley East-North-South Rapidways – project acceleration</td>
<td>$70</td>
<td>$68.5</td>
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<td>16</td>
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<td>West Santa Ana Branch Corridor (match to total project cost)</td>
<td>TBD</td>
<td>-</td>
<td>$240</td>
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<tr>
<td>17</td>
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<td>Westside Subway Extension – to be opened in segments</td>
<td>$4,200</td>
<td>$900</td>
<td>$3,174</td>
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<td>18</td>
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<td>Capital Project Contingency (Transit – Escalation Allowance for lines 8–17 to be based on year of construction)</td>
<td>$7,331</td>
<td>$173</td>
<td>$3,103</td>
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<tr>
<td>19</td>
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<td>Total New Rail and/or Bus Rapid Transit Capital Projects</td>
<td>$18,939</td>
<td>$3,408.50</td>
<td>$10,381.50</td>
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</tbody>
</table>
## Potential Projects in Alphabetical Order by Category (Project Definition Depends on Final Environmental Process)

<table>
<thead>
<tr>
<th>FOR REF</th>
<th>SUBFUND</th>
<th>Potential Project in Alphabetical Order by Category (Project Definition Depends on Final Environmental Process)</th>
<th>Cost Est</th>
<th>Min</th>
<th>Addtl</th>
<th>Total</th>
<th>Federal Funding</th>
<th>State Funding</th>
<th>Local Funding (Rail is 3% except as noted)</th>
<th>Funds Avail Beg</th>
<th>Expected Compl</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td></td>
<td>Highway Projects: Capital Projects—Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls</td>
<td>Escalated $</td>
<td></td>
<td></td>
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<tr>
<td>22</td>
<td></td>
<td>Escalated $</td>
<td>$1,123</td>
<td>$200</td>
<td>$200</td>
<td>$400</td>
<td>$200</td>
<td>$336</td>
<td>$187</td>
<td>As funds become available</td>
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<tr>
<td>23</td>
<td></td>
<td>BNSF Grade Separations in Gateway Cities</td>
<td>$35</td>
<td>-</td>
<td>$35</td>
<td>$35</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>As funds become available</td>
<td></td>
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<tr>
<td>24</td>
<td></td>
<td>Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60)</td>
<td>$230</td>
<td>$230</td>
<td>-</td>
<td>$230</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>FY 2010, FY 2039</td>
<td></td>
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<tr>
<td>25</td>
<td></td>
<td>High Desert Corridor (environmental)</td>
<td>$33</td>
<td>-</td>
<td>$33</td>
<td>$33</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>As funds become available</td>
<td></td>
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<tr>
<td>26</td>
<td></td>
<td>Interstate 5 / St. Route 14 Capacity Enhancement</td>
<td>$161</td>
<td>$90.8</td>
<td>-</td>
<td>$90.8</td>
<td>$15</td>
<td>$41</td>
<td>$14</td>
<td>FY 2010, FY 2013-15</td>
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<td>27</td>
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<td>Interstate 5 Capacity Enhancement from I-605 to Orange County Line</td>
<td>$1,240</td>
<td>$264.8</td>
<td>-</td>
<td>$264.8</td>
<td>$78</td>
<td>$34</td>
<td>$63</td>
<td>FY 2010, FY 2016-17</td>
<td></td>
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<tr>
<td>28</td>
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<td>Interstate 5 Capacity Enhancement from SR-134 to SR-170</td>
<td>$610</td>
<td>$271.5</td>
<td>-</td>
<td>$271.5</td>
<td>$90</td>
<td>$264</td>
<td>$24</td>
<td>FY 2010, FY 2013</td>
<td></td>
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<tr>
<td>29</td>
<td></td>
<td>I-5 Carmenita Road Interchange Improvement</td>
<td>$389</td>
<td>$138</td>
<td>-</td>
<td>$138</td>
<td>$97</td>
<td>$154</td>
<td>-</td>
<td>FY 2010, FY 2015</td>
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<td>30</td>
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<td>Highway Capital Projects Current 2008 $</td>
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<td></td>
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<tr>
<td>31</td>
<td></td>
<td>Highway Operational Improvements in Arroyo Verdugo subregion</td>
<td>$170</td>
<td>-</td>
<td>$170</td>
<td>$170</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>32</td>
<td></td>
<td>Highway Operational Improvements in Las Virgnes/ Malibu subregion</td>
<td>$175</td>
<td>-</td>
<td>$175</td>
<td>$175</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td></td>
<td>Interstate 405, I-110, I-105, and SR-31 Ramp and Interchange Improvements (South Bay)</td>
<td>$906</td>
<td>-</td>
<td>$906</td>
<td>$906</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>34</td>
<td></td>
<td>Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)</td>
<td>$2,800</td>
<td>-</td>
<td>$410</td>
<td>$410</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>35</td>
<td></td>
<td>Interstate 605 Corridor “Hot Spot” Interchanges</td>
<td>$2,410</td>
<td>-</td>
<td>$590</td>
<td>$590</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36</td>
<td></td>
<td>Interstate 710 North Gap Closure (tunnel)</td>
<td>$3,730</td>
<td>-</td>
<td>$780</td>
<td>$780</td>
<td></td>
<td></td>
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<tr>
<td>37</td>
<td></td>
<td>Interstate 710 South and/or Early Action Projects</td>
<td>$5,460</td>
<td>-</td>
<td>$590</td>
<td>$590</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>38</td>
<td></td>
<td>State Route 138 Capacity Enhancements</td>
<td>$270</td>
<td>-</td>
<td>$200</td>
<td>$200</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39</td>
<td></td>
<td>Capital Project Contingency (Highway Escalation Allowance for lines 31-38 to be based on year of construction)</td>
<td>$2,575</td>
<td>-</td>
<td>$2,575</td>
<td>$2,576</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>40</td>
<td></td>
<td>Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade Separations, and Soundwalls</td>
<td>$22,337</td>
<td>$1,215.1</td>
<td>$6,664.9</td>
<td>$7,880</td>
<td>TBD</td>
<td>TBD</td>
<td>$288</td>
<td>FY 2010, FY 2039</td>
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<tr>
<td>FOR REF</td>
<td>SUBFUND</td>
<td>OPERATING AND CAPITAL PROGRAMS</td>
<td>PERCENT OF NEW SALES TAX NET REVENUES</td>
<td>MIN</td>
<td>ADDTL</td>
<td>TOTAL ESCALATED</td>
<td>FEDERAL FUNDING</td>
<td>STATE FUNDING</td>
<td>LOCAL FUNDING (RAIL IS 3% EXCEPT AS NOTED)</td>
<td>FUNDS AVAIL BEG</td>
<td>EXPECTED COMPL</td>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td>---------------------------------</td>
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<td>-------------------------------------------</td>
<td>----------------</td>
<td>--------------</td>
</tr>
<tr>
<td>41</td>
<td>Ops</td>
<td>Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro’s Formula Allocation Procedure share of this subfund.)</td>
<td>20%</td>
<td>-</td>
<td>$7,880</td>
<td>$7,880</td>
<td></td>
<td></td>
<td>FY 2010</td>
<td>FY 2039</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>Ops</td>
<td>Rail Operations (New Transit Project Operations and Maintenance)</td>
<td>5%</td>
<td>-</td>
<td>$1,970</td>
<td>$1,970</td>
<td></td>
<td></td>
<td>FY 2010</td>
<td>FY 2039</td>
<td></td>
</tr>
<tr>
<td>43</td>
<td>Local Return</td>
<td>Major street resurfacing, rehabilitation and reconstruction, pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit</td>
<td>15%</td>
<td>$250</td>
<td>$5,660</td>
<td>$5,910</td>
<td></td>
<td></td>
<td>FY 2010</td>
<td>FY 2039</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>Tran Cap</td>
<td>Metro Rail Capital Projects – System Improvements, Rail Yards, and Rail Cars</td>
<td>2%</td>
<td>-</td>
<td>$788</td>
<td>$768</td>
<td></td>
<td></td>
<td>FY 2010</td>
<td>FY 2039</td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>Tran Cap</td>
<td>Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)</td>
<td>3%</td>
<td>$70</td>
<td>$1,112</td>
<td>$1,182</td>
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<td></td>
<td>FY 2010</td>
<td>FY 2039</td>
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<tr>
<td>46</td>
<td>Tran Cap</td>
<td>Subtotal Transit and Highway Capital Projects</td>
<td>$41,276</td>
<td>$4,623.6</td>
<td>$17,046</td>
<td>$21,670</td>
<td>$2,908</td>
<td>$1,554</td>
<td>$2,253</td>
<td>FY 2010</td>
<td>FY 2039</td>
</tr>
<tr>
<td>47</td>
<td></td>
<td>Subtotal Page 4</td>
<td>$320</td>
<td>$17,410</td>
<td>$17,730</td>
<td></td>
<td></td>
<td>Not applicable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48</td>
<td></td>
<td>1.5% for Administration</td>
<td>N/A</td>
<td>$10</td>
<td>$590</td>
<td>$600</td>
<td></td>
<td></td>
<td>FY 2010</td>
<td>FY 2039</td>
<td></td>
</tr>
<tr>
<td>49</td>
<td></td>
<td>Total</td>
<td>$4,953.6</td>
<td>$35,046</td>
<td>$40,000</td>
<td>$2,908</td>
<td>$1,554</td>
<td>$2,253</td>
<td>FY 2010</td>
<td>FY 2039</td>
<td></td>
</tr>
</tbody>
</table>
# Appendix 6 – Measure M Expenditure Plan

Attachment A to Ordinance #16-01, which was approved by the voters in November 2016.

<table>
<thead>
<tr>
<th>Subtotal</th>
<th>Program</th>
<th>% of Sales Tax (Net of Admin)</th>
<th>FY 2018 – FY 2013 (15 Years)</th>
<th>FY 2013 – FY 2047 (15 Years)</th>
<th>FY 2048 – FY 2057 (10 Years)</th>
<th>FY 2048 – FY 2057 (40 Years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Operating and Maintenance</td>
<td>Metro Rail Operations¹</td>
<td>5%</td>
<td>$42</td>
<td>$850</td>
<td>$2,320</td>
<td>$2,810</td>
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<td>Transit Operations² (Metro &amp; Municipal Providers)</td>
<td>20%</td>
<td>$169</td>
<td>$3,400</td>
<td>$9,280</td>
<td>$11,240</td>
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<tr>
<td></td>
<td>ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students</td>
<td>2%</td>
<td>$17</td>
<td>$340</td>
<td>$930</td>
<td>$1,120</td>
</tr>
<tr>
<td>Transit First/Last Mile (Capital)</td>
<td>Transit Construction (Includes System Connectivity Projects – Airports, Union Station, and Countywide BRT)</td>
<td>35%</td>
<td>$296</td>
<td>$5,960</td>
<td>$16,230</td>
<td>$19,670</td>
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<tr>
<td></td>
<td>Metro State of Good Repair²</td>
<td>2%</td>
<td>$17</td>
<td>$340</td>
<td>$930</td>
<td>$1,120</td>
</tr>
<tr>
<td>Highway, Active Transportation, Complete Streets (Capital)</td>
<td>Highway Construction (includes System Connectivity Projects – Ports, Highway Congestion Programs, Goods Movement)</td>
<td>17%</td>
<td>$144</td>
<td>$2,890</td>
<td>$7,880</td>
<td>$9,560</td>
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<tr>
<td></td>
<td>Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)</td>
<td>2%</td>
<td>$17</td>
<td>$340</td>
<td>$930</td>
<td>$1,120</td>
</tr>
<tr>
<td>Local Return / Regional Rail</td>
<td>Local Return – Base³ (Local Projects and Transit Services)</td>
<td>16%</td>
<td>$136</td>
<td>$2,720</td>
<td>$7,420</td>
<td>$8,990</td>
</tr>
<tr>
<td></td>
<td>Local Return / Regional Rail (Beginning FY 2040)⁴</td>
<td>3% / 1%</td>
<td></td>
<td>$690</td>
<td>$2,240</td>
<td>$2,930</td>
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<tr>
<td></td>
<td>Regional Rail</td>
<td>1%</td>
<td>$8</td>
<td>$170</td>
<td>$460</td>
<td>$560</td>
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<tr>
<td></td>
<td>TOTAL PROGRAMS</td>
<td></td>
<td></td>
<td>$847</td>
<td>$17,010</td>
<td>$46,380</td>
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<tr>
<td>Administration / Local Return</td>
<td>0.5% for Administration</td>
<td>0.5%</td>
<td></td>
<td>$4</td>
<td>$85</td>
<td>$230</td>
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<tr>
<td></td>
<td>1.0% Local Return⁵</td>
<td>1.0%</td>
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<td>$8</td>
<td>$170</td>
<td>$460</td>
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<tr>
<td></td>
<td>GRAND TOTAL</td>
<td></td>
<td></td>
<td>$860</td>
<td>$17,265</td>
<td>$46,078</td>
</tr>
</tbody>
</table>

1. Funds are eligible to be used for Metro Rail State of Good Repair.  
2. Funds are eligible to be used for Metro State of Good Repair.  
3. 1% Administration to supplement Local Return. Increasing the Local Return-Base to 17% of net revenues.  
4. To be funded by Highway/Transit Capital subfunds in FY2040 and beyond.  
5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro’s State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided. Based on January 2016 revenue projections.
<table>
<thead>
<tr>
<th>PROJECT (FINAL PROJECT TO BE DEFINED BY THE ENVIRONMENTAL PROCESS)</th>
<th>NOTES</th>
<th>SCHEDULE OF FUNDS AVAILABLE</th>
<th>MODAL CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>APX Acronym</td>
<td>P</td>
<td>GROUND BREAKING START DATE</td>
<td>EXPECTED OPENING DATE (3 YEAR RANGE)</td>
</tr>
<tr>
<td>1</td>
<td>Airport Metro Connect 96th St Station/Green Line Et LAX</td>
<td>a,p</td>
<td>FY 2018</td>
</tr>
<tr>
<td>2</td>
<td>Westside Purple Line Extension Section 3</td>
<td>b</td>
<td>FY 2018</td>
</tr>
<tr>
<td>3</td>
<td>High Desert Multi-Purpose Corridor (HDMC)</td>
<td>q</td>
<td>FY 199</td>
</tr>
<tr>
<td>4</td>
<td>1-5 N Cap Enhancements (SR-14 to Lake Hughes Rd)</td>
<td>FY 2019</td>
<td>FY 2023</td>
</tr>
<tr>
<td>5</td>
<td>Gold Line Foothill Extension to Claremont</td>
<td>c</td>
<td>FY 2019</td>
</tr>
<tr>
<td>6</td>
<td>Orange Line BRT Improvements</td>
<td>n</td>
<td>FY 2019</td>
</tr>
<tr>
<td>7</td>
<td>BRT Connector Orange/Red Line to Gold Line</td>
<td>o</td>
<td>FY 2020</td>
</tr>
<tr>
<td>8</td>
<td>BRT Connector Orange/Red Line to Gold Line</td>
<td>o</td>
<td>FY 2020</td>
</tr>
<tr>
<td>9</td>
<td>1-5 N Cap Enhancements (SR-14 to Lake Hughes Rd)</td>
<td>FY 2019</td>
<td>FY 2023</td>
</tr>
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| Expenditure Plan Major Projects Subtotal | $19,581,027 | $20,989,941 | $40,570,969 | | | | | | |

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## Multi-Year Subregional Programs

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**Section 5. Appendices**